FEDERAL AVIATION ADMINISTRATION

FLIGHT STANDARDS DIVISION

APPROVED AIRCRAFT INSPECTION PROGRAM

Approved and authorized for use on Operations Specifications

Principal Maintenance Inspector _____

Principal Avionics Inspector _____

WELCOME PAGE

SUBJ: FAA F-90 APPROVED AIRCRAFT INSPECTION PROGRAM (AAIP)

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ASW-AAIP - CHG. 06
10/03/03

*DISCLAIMER: This form is applicable to hard copies of the AFS-AAIP only. It does not indicate the current change status of the electronic version of the AFS-AAIP. Change status is indicated in the Manuals Block of the Electronic Maintenance Library.

RECORD OF CHANGES

DIRECTIVE NO. **TI 4108.1**

Keep your directives current. After filing revised pages and removing obsolete pages, initial and date the block following the change number. Request any missing changes from your central distribution point.

CHG. NO	INITIAL	DATE	CHG. NO.	INITIAL	DATE	CHG. NO.	INITIAL	DATE	CHG. NO.	INITIAL	DATE
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CHANGE

FEDERAL AVIATION ADMINISTRATION
AIRCRAFT MAINTENANCE & ENGINEERING DIVISION
Oklahoma City, Oklahoma

TI 4108.1
CHANGE 07

05/05/04

SUBJ: FAA F90 APPROVED AIRCRAFT INSPECTION PROGRAM (AAIP-AFS)

Chapter 1.1, Page 1, Section 1.1 – DUAL INSPECTIONS – adds clarification for designated technician with Inspection Authorization (IA) for dual inspection items.

Chapter 3.1, Page 2, Item 12 - LEFT HAND MAIN GEAR ACTUATOR CLEVIS and Page 5, Item 25 - RIGHT HAND MAIN GEAR ACTUATOR CLEVIS – deleted the verbiage "(Not to exceed 0.3150 inch)". Refer to CMM for the correct wear limits of the clevis hole.

Chapter 3.1, Page 14, Items 72 and 73 – FUEL NOZZLES – added the verbiage "and PERFORM BORESCOPE INSP." to enhance maintenance integrity of the engines.

PAGE CONTROL CHART

Remove from Chapter/ Section	Pages	Dated	Insert In Chapter/ Section	Pages	Dated
TOC/LEP	1	10/03/03	TOC/LEP	1	05/05/04
CHAPTER 1.1	1	10/03/03	CHAPTER 1.1	1	05/05/04
CHAPTER 3.1	2	10/03/03	CHAPTER 3.1	2	05/05/04
	5	10/03/03		5	05/05/04

After inserting this change, enter your initials and the date on the RECORD OF CHANGES PAGE LOCATED AT THE FRONT OF THE MANUAL. File this change notice behind the manual title page.

Mike Boler,
Director of Maintenance, ASW-263

FLIGHT STANDARDS DIVISION
F-90 APPROVED AIRCRAFT INSPECTION PROGRAM

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APPROVED:
AFW-FSDO
BY Doug F. Worth
DATE MAY 27 2004

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5.0 BEECHCRAFT PROGRAM 200 PHASE INSPECTION (1-4 Phase Inspections Cont'd) (CONTINUOUS CORROSION CONTROL INSPECTIONS (CCCI) FOR PHASES 2 AND 4)

Flight Standards District Office

Gary F. Worthy JAN 21 2004

Principal Maintenance Inspector

FLIGHT STANDARDS DIVISION
F-90 APPROVED AIRCRAFT INSPECTION PROGRAM

INTRODUCTION AND REVISION PROCEDURES

*This program is entitled Flight Standards Division (AFS) Approved Aircraft Inspection Program and will hereafter be referred to as the AAIP in this document. This AAIP is based on the Beechcraft King Air F-90 Series, 200 Hour Phase Inspection Program (P/N109-590010-19B), as revised and provided by the Beechcraft King Air F-90 Series Maintenance Manual, reissued December 1995. Revisions to any part of this inspection program must be submitted to the appropriate Flight Standards District Office (FSDO) for approval. Each revised page will be submitted using the new change page number and date. An updated List of Effective Pages will be included in each revision. A Change Page will be the cover sheet for the revision package and will show approval by the Director of Maintenance (DOM) or authorized representative. Approved revisions will be forwarded to all manual holders by DOM or authorized representative. Remove and insert pages promptly and enter the revision number and date in the Record of Changes.

The Beech Model F-90 aircraft shall be inspected and maintained in an airworthy condition in accordance with this AAIP. Any revisions to this AAIP will be forwarded by the DOM or authorized representative to the appropriate FSDO for approval.

AIRCRAFT LISTING

The following Flight Standards Division AFS Beech F-90 aircraft, listed by registration number below, are the only aircraft approved to operate under this AAIP:

N-15 S/N LA-138
N-18 S/N LA-145

1.1 INSPECTION PROGRAM

Inspection detailed in this program shall be accomplished in accordance with manufacturer's standards, practices and procedures and the Federal Aviation Regulations. All Beechcraft F-90 Series Maintenance requirements specified in Chapter 4 and Chapter 5 of the Beechcraft Maintenance Manual shall be complied with.

The Manufacturer's Phase Inspection Program (P/N109-590010-19B), as revised, is the basis for development of this program. This inspection program consists of four Phase Inspections. Each inspection phase is accomplished at 200-hour intervals. A complete inspection cycle is 800 hours or 24-calendar months, whichever occurs first. All four phase inspections must be completed within 24-calendar months.

There is no inspection interval tolerance (i.e. plus or minus 10 hours) permitted on any of these Phase Inspections. Revisions to the Manufacturer's Phase Inspection must be submitted for approval using the revision procedures specified in the Introduction, Page i, of this AAIP.

The DOM or authorized representative will be responsible for scheduling all inspections required by this AAIP and ensure that all inspection tasks are accomplished in accordance with the specified intervals established by this AAIP.

DUAL INSPECTION ITEMS

*The following are the designated items of maintenance and alterations which must be dual inspected by a Quality Control Inspector or designated technician with code “I” authority or a technician with Inspection Authorization “IA” authority for whenever the type of maintenance identified below is accomplished on the aircraft. Additionally, whenever any of these systems or components are disturbed to gain access to other components, their reinstallation must be a dual inspection. **The second person cannot be the one who performed the work**. Any item may be designated as a dual inspection if it is deemed necessary.

(1) Doors and Windows

(a) Installation of entry doors and cargo doors.

(b) Maintenance/repair on structure or locking mechanism of entry doors, cargo doors or emergency exits within a pressurized area.

(c) Replacement or reinstallation of any window within a pressurized area.

NOTE: Removal of any emergency exit for ventilation purposes or to facilitate access for maintenance does not require an inspection buy back upon reinstallation.

(2) Flight Controls (Primary or Secondary) - Includes the following for ailerons, elevators, rudders, landing flaps, stabilizers, trim tabs and actuators. Excludes maintenance to auto pilot components.

(a) Flight control installation/rig.

(b) Control rod installation/rig.

(c) Flight control actuators installation/rig.

(d) Flight control cable installation/rig.

(e) Flight control balance.

(3) Landing Gear (not to include warning/indication system)

(a) Landing gear assembly installation/rig (excludes tire, wheels, brakes and servicing.

(b) Installation/rig of any component or actuator that affects extension, retraction or locking function. This inspection must include check of the emergency extension system.

(c) Extension check of emergency extension system following a repair/rig that affects extension or locking.

(4) Powerplants

(a) Final installation of powerplant, gearboxes or modules and performance runs.

(b) Engine mount installation and torquing.

(c) Control cable/rod installation/rig.

(5) Propeller (not to include adjustment to indicating system)

(a) Inspection of completed installation.

(b) Prop pitch control installation and/or rigging.

(c) Prop governor installation and/or rigging.

(6) Major Repair or Alteration of Primary Structure of Flight Control Surface

(a) Includes any repair/alteration that substantially affects structural strength or flight characteristics.

(7) Pitot/Static Systems

(a) Leak check as a result of work performed on any two separate pitot or static systems connected to primary flight instrument, i.e., opening the pilot's pitot system and the co-pilot's static system at the same time.

NOTE: This requirement does not include quick disconnects.

***REVIEW**

Prior to approving an aircraft, engine, propeller, or appliance for return to service, an authorized individual will review the maintenance records to determine that all work has been completed and inspected as required for compliance.

***APPROVAL**

When the review is complete, the authorized individual will approve the article for return to service. The article may be an aircraft, engine, propeller, appliance or part thereof. Approval for return to service will be accomplished as follows:

(1) Aircraft or engine components or appliances that have undergone inspection, maintenance (including overhaul), or alteration will be approved for return to service on the Work Order. This form, when completed, contains all required information for a maintenance release.

SPECIAL INSPECTIONS: Special inspections listed in Chapter 3 will be performed at the interval specified in the Manufacturer's Maintenance Manual. These shall be accomplished at intervals that coincide with manufacturer recommendations.

When Landing Gear Actuators or Flap Flexible Shaft (Reference 3.1) reaches its cycle interval inspection requirement, it may be extended to the next Phase Inspection not to exceed ten percent (10%) of cycle limitation or a maximum of 100 cycles. Landing gear actuators 8,000 cycle, overhaul or replace, time limit is excluded from this extension.

Avionics Inspection (Reference Chapter 4.5) will be completed at each 200 hour Phase Inspection.

Emergency Equipment Inspection (Reference Chapter 4.3) not covered in the Beech Maintenance and Inspection Program, will be maintained and inspected in accordance with the Equipment Manufacturer's Service Instructions.

Fuel Quantity Indicating System (Reference Chapter 3.1) shall be checked for proper calibration each 600 Hours or 24 calendar months, whichever occurs first.

On Aircraft Utilizing the Engine Conditioning Trend Monitoring, data collection function will be performed each flight day and recorded on the Aircraft Log. This program is authorized by Pratt & Whitney Canada, Inc., Service Bulletin 1003R23 in accordance with Engine Condition Trend Monitoring Analytical Guide P/N 3043607.

ADDITIONAL INSPECTIONS: In addition to the above listed inspections, overhauls and life-limited replacements shall be accomplished in accordance with the Manufacturer's Maintenance Manual, including the airframe, powerplants, propellers, appliances, emergency equipment and components thereof. All inspection program requirements, special inspections, overhaul/replacements, life limited component times and intervals, and Airworthiness Directives (AD's) will be monitored using an automated database. All items listed are the responsibility of the DOM or authorized representative.

Whenever a reference is made to a section in the Manufacturer's Maintenance Manual, it shall be understood that the reference pertains to the particular model of aircraft involved and the last revision approved for this AAIP. Any questions concerning the latest approved revision of this AAIP should be directed to the DOM or authorized representative for clarification. In addition to this AAIP, the applicable materials referenced below shall be available and used during performance of any inspection or maintenance.

Pratt & Whitney PT6A-114/-114A/-116/-135/-135A Maintenance Manual, P/N 3043512, as revised.

Hartzell Propeller Manual P/N 118F, as revised.

Airframe -FAA Type Certificate, A31CE, as revised

Power plant - FAA Type Certificate, E4EA, as revised.

Beechcraft F-90 Maintenance Manual, P/N 109-590010-19B, as revised.

Propeller - FAA Type Certificate, P40EA, as revised.

Beechcraft 50, 65, 70, 80, 88, 90, 99, 100, 200, 300, and 350 Series Structural Inspection and Repair Manual, P/N 98-39006-B, as revised.

King Air Series Component Maintenance Manual, P/N 101-590097-13, as revised.

Airworthiness Directives applicable to Beechcraft F-90 aircraft, installed engines, propellers, appliances and emergency equipment, and other FAA publications.

Beechcraft F-90 Wiring Manual, P/N 109-590010-21C as revised.

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*For Avionics Manuals see Chapter 4.5, Avionics Inspection; and Chapter 3.1, Special Inspections, of this F-90 AAIP, as revised.

1.2 SUPPLEMENTAL APPLICABILITY

It is the responsibility of maintenance personnel conducting any inspection or maintenance to review any attached supplemental requirements for the aircraft authorized under this AAIP.

1.3 TIME LIMITATIONS

*An inspection that is to be performed at specified intervals shall be considered complete when all procedures in the inspection guide have been signed off and the aircraft has been approved for return to service in accordance with 14 CFR 43.5, 43.7, 43.9 and 43.11. An example of the required maintenance record entry is found in Section 1.5. The applicable reference materials in 1.1 shall be available when used while performing inspection or maintenance on AFS aircraft.

1.4 APPROVED AIRCRAFT INSPECTION PROGRAM IMPLEMENTATION

Before an aircraft can be placed on this AAIP, the following procedures shall be accomplished:

*All aircraft must have a conformity inspection to verify that aircraft engines and propellers conform to the Type Certificate Data Sheets, that all Major Repairs and Alterations are properly approved and documented to determine the aircraft's condition and compliance with applicable 14 CFR's.

A complete cycle of the previous inspection requirements must be complied with in accordance with Beechcraft Maintenance Manual Instructions.

The Manufacturer's required time limitations for inspections, overhauls, replacements, etc., shall be complied with. Any extensions to the intervals or requirements identified in this AAIP must be approved by the appropriate FSDO/PMI/PAI.

All discrepancies found will be entered on Form 4.1 when no other form is provided. During any inspection, discrepancies will be corrected or properly deferred before returning the aircraft to service.

*An entry shall be made in the permanent aircraft maintenance records, indicating the date and aircraft total time when the aircraft was placed in 14 CFR 135 service and that it shall be inspected under this AAIP, in accordance with 14 CFR 91.409(f), (2).

1.5 AIRCRAFT MAINTENANCE RECORD ENTRY

The following Aircraft Maintenance Record entry shall be made in the permanent aircraft maintenance record.

*I certify that this aircraft has been inspected in accordance with Flight Standards Division AFS, F-90 Approved Aircraft Inspection Program and was determined to be in an airworthy condition and is approved for return to service.

Type of insp. accomplished: _____ Hobbs time: _____

Aircraft Total Time: _____ Date: _____

Authorized Signature: _____ Certificate Type & No. _____

1.6 DEFINITIONS

1. Cycle Rate: Accumulated total cycles for aircraft and engines are computed using the ratio of one flight is equal to one full cycle.

2. Start and Flight Definition: For the purpose of satisfying the record keeping requirements of Pratt and Whitney Canada Service Bulletin 1002, the definition of and Engine Start and Flight is defined by the following operational sequence: engine start – idle – takeoff – flight – landing – idle – engine shutdown.

3. Accumulated total cycles for airframe/fuselage and engines is determined by the number of flights documented on each page of the Aircraft Log.

4. Landing Gear/Flap Cycle: For the purpose of landing gear/flap cycle calculation in support of the aircraft inspection requirements of this AAIP, the following definitions are provided. A landing gear/flap cycle is determined by the number of landings documented on each page of the Aircraft Log. A touch and go landing (wheels touch runway) is considered one landing gear/flap cycle.

   NOTE: When landing gear actuators or flap flexible shafts reach their cycle interval inspection, it may be extended to the next Phase Inspection, not to exceed ten percent (10%) of cycle limitation or a maximum of 100 cycles. Landing gear actuators 8,000 cycle, overhaul or replace, time limit is excluded from this extension.

2.1 INTRODUCTION

*The avionics inspection requirements (Reference Chapter 4.5) provide for the inspection of the Avionics Equipment installed in AFS Beechcraft King Air F-90 aircraft to ensure the equipment is maintained in a constant state of airworthiness.

2.2 INSPECTION PROCEDURES

All avionics installations that are accessible during the performance of AAIP Inspections will be inspected for security and condition. All systems identified in this program will be tested and inspected using the Avionics Inspection Form, which is a part of this AAIP. This Avionics Inspection Form 4.5 will be completed with each 200 hour Phase Inspection.

Procedures for recording inspections, discrepancies and retention of records will be the same as Chapter 1 of this AAIP.

2.3 PERSONNEL QUALIFICATIONS

All inspections shall be accomplished only by appropriately rated Technicians, having received training or having prior experience on the equipment involved, who have been authorized by the FAA certificated agency performing the inspection or persons authorized by the Director of Maintenance (DOM) or authorized representative.

FLIGHT STANDARDS DIVISION
F-90 APPROVED AIRCRAFT INSPECTION PROGRAM

SPECIAL INSPECTIONS (Effectivity: LA-2 thru LA-225)									
SPECIAL INSPECTIONS	**INSPECTION INTERVAL**	**COMPLETED** Date	Hours	Cycle	**NEXT DUE** Date	Hours	Cycle	**TIME LEFT** Mos	Hours	Cycle
1. LEFT-HAND ENGINE - Perform hot sections inspections as required.	IAW P&W S.B. 1003, as revised		.0	0		.0	0	0	.0	0
2. LEFT-HAND ENGINE OIL FILTER - Replace filter.	TSI-1,000 Hrs. A/F Hrs.		.0	0		.0	0	0	.0	0
3. LEFT-HAND STARTER-GENERATOR - Inspect QAD attachment flange or anytime starter generator is removed.	A/F TT- 1,000 Hrs/St Gen Overhaul		.0	0		.0	0	0	.0	0
4. LEFT-HAND (NACELLE) FUEL CELL AND PROBE - Inspect for microbiological sludge buildup. If sludge buildup found, inspect all fuel probes and tanks. If needed, use BIOBOR JF additive. Refer to MM Chap. 12-10-00 and Chap. 28.	A/F TT - 2,400 Hrs. or 30 Mos.		.0	0		.0	0	0	.0	0
5. RETRACT GEARBOX AND CLUTCH (Mechanical Landing Gear) - Inspect for cracks, wear, and internal and external corrosion. (Disassembly required.)	A/F Cyc - 8,000/6 Yrs.		.0	0		.0	0	0	.0	0
6. MOTOR, LANDING GEAR - (Mechanical Landing Gear) Overhaul	A/F - 8,000 Cycles/ 6 Yrs.		.0	0		.0	0	0	.0	0

SPECIAL INSPECTIONS (Effectivity: LA-2 thru LA-225)									
SPECIAL INSPECTIONS	INSPECTION INTERVAL	COMPLETED Date	Hours	Cycle	NEXT DUE Date	Hours	Cycle	TIME LEFT Mos	Hours	Cycle
7. LEFT-HAND MAIN GEAR SHOCK ABSORBER ASSEMBLY – Inspect for cracks, wear, and interior and exterior for corrosion. (Disassembly required.)	A/F Cyc - 8,000/6 Yrs.		.0	0		.0	0	0	.0	0
8. LEFT-HAND MAIN GEAR DRAG BRACE ASSEMBLY - Inspect for cracks, wear, and interior and exterior for corrosion. (Disassembly required.)	A/F Cyc - 8,000/6 Yrs.		.0	0		.0	0	0	.0	0
9. LEFT-HAND MAIN GEAR AXLE ASSEMBLY AND TORQUE KNEES – Inspect for cracks, wear, and interior and exterior for corrosion. (Disassembly required.)	A/F Cyc - 8,000/6 Yrs.		.0	0		.0	0	0	.0	0
10. LEFT-HAND MAIN GEAR ACTUATOR – Replace or overhaul. Refer to Chap. 32.	A/F Cyc - 8,000		.0	0		.0	0	0	.0	0
11. LEFT-HAND MAIN GEAR ACTUATOR (Mechanical) – Perform a screw end-play check. (Removal from airplane required). Refer to Chap. 32-30-00.	A/F Cyc – 1,000/30 Mos.		.0	0		.0	0	0	.0	0
* 12. LEFT-HAND MAIN GEAR ACTUATOR CLEVIS - Inspect clevis hole for excessive wear. Refer to CMM. (Disassembly required.)	A/F Cyc - 1,000/30 Mos.		.0	0		.0	0	0	.0	0

SPECIAL INSPECTIONS (Effectivity: LA-2 thru LA-225)									
SPECIAL INSPECTIONS	INSPECTION INTERVAL	COMPLETED Date	Hours	Cycle	NEXT DUE Date	Hours	Cycle	TIME LEFT Mos	Hours	Cycle
13. LEFT MAIN GEAR WHEEL - Inspect wheel halves for damage and corrosion at each tire change, in accordance with manufacturer's instructions. (CMM).	Each tire change		.0	0		.0	0	0	.0	0
14. LEFT-HAND FLAP FLEXIBLE SHAFT – Inspect for wear and freedom of operation with both ends disconnected. Refer to MM Chap. 27.	A/F Cyc - 5,000		.0	0		.0	0	0	.0	0
15. LEFT-HAND WING PANEL UPPER AND LOWER MAIN SPAR CAP – Check for corrosion. Inspect as outlined in Beechcraft SIRM Chap. 57.	A/F TT - 1 Yr Interval		.0	0		.0	0	0	.0	0
16. RIGHT-HAND ENGINE - Perform hot section inspection as required.	IAW P&W S.B. 1003, as revised		.0	0		.0	0	0	.0	0
17. RIGHT-HAND ENGINE OIL FILTER – Replace filter.	A/F Hrs - 1,000 Hrs.		.0	0		.0	0	0	.0	0
18. RIGHT-HAND STARTER-GENERATOR – Inspect QAD attachment flange or anytime starter generator is removed.	A/F TT - 1,000 Hrs/St Gen Overhaul		.0	0		.0	0	0	.0	0

SPECIAL INSPECTIONS (Effectivity: LA-2 thru LA-225)									
SPECIAL INSPECTIONS	**INSPECTION INTERVAL**	**COMPLETED** Date	Hours	Cycle	**NEXT DUE** Date	Hours	Cycle	**TIME LEFT** Mos	Hours	Cycle
19. RIGHT-HAND (NACELLE) FUEL CELL AND PROBE - Inspect for microbiological sludge buildup. If sludge buildup is found, inspect all fuel probes and tanks. Clean as required. If needed, use BIOBOR JF additive. Refer to MM Chap. 12-10-00 and Chap. 28.	A/F TT - 2,400 Hrs. or 30 Mos.		.0	0		.0	0	0	.0	0
20. RIGHT-HAND MAIN GEAR SHOCK ABSORBER ASSEMBLY – Inspect for cracks, wear, and interior and exterior for corrosion. (Disassembly required.)	A/F Cyc - 8,000/6 Yrs.		.0	0		.0	0	0	.0	0
21. RIGHT-HAND MAIN GEAR DRAG BRACE ASSEMBLY - Inspect for cracks, wear, and interior and exterior for corrosion. (Disassembly required.)	A/F Cyc - 8,000/6 Yrs.		.0	0		.0	0	0	.0	0
22. RIGHT-HAND MAIN GEAR AXLE ASSEMBLY AND TORQUE KNEES – Inspect for cracks, wear, and interior and exterior for corrosion. (Disassembly required.)	A/F Cyc - 8,000/6 Yrs.		.0	0		.0	0	0	.0	0
23. RIGHT-HAND MAIN GEAR ACTUATOR – Replace or overhaul. Refer to Chap. 32.	A/F Cyc – 8,000		.0	0		.0	0	0	.0	0

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SPECIAL INSPECTIONS (Effectivity: LA-2 thru LA-225)									
SPECIAL INSPECTIONS	INSPECTION INTERVAL	COMPLETED Date	Hours	Cycle	NEXT DUE Date	Hours	Cycle	TIME LEFT Mos	Hours	Cycle
24. RIGHT-HAND MAIN GEAR ACTUATOR (Mechanical) – Perform a screw end-play check. (Removal from airplane required.) Refer to Chap. 32-30-00.	A/F Cyc – 1,000/30 Mos.		.0	0		.0	0	0	.0	0
* 25. RIGHT-HAND MAIN GEAR ACTUATOR CLEVIS - Inspect Clevis hole for excessive wear. Refer to CMM. (Disassembly Required.)	A/F Cyc - 1,000/30 Mos.		.0	0		.0	0	0	.0	0
26. RIGHT MAIN GEAR WHEEL - Inspect for damage or corrosion at each tire change, in accordance with manufacturer's instructions. (CMM).	Each Tire Change		.0	0		.0	0	0	.0	0
27. RIGHT-HAND FLAP FLEXIBLE SHAFT - On Inspect for wear and freedom of operation with both ends disconnected. Refer to MM Chap. 27.	A/F Cyc - 5,000		.0	0		.0	0	0	.0	0
28. RIGHT-HAND WING PANEL UPPER AND LOWER MAIN SPAR CAP – Check for corrosion. Inspect as outlined in Beechcraft SIRM Chap. 57.	A/F TT - 1 Yr. Interval		.0	0		.0	0	0	.0	0

SPECIAL INSPECTIONS (Effectivity: LA-2 thru LA-225)									
SPECIAL INSPECTIONS	INSPECTION INTERVAL	COMPLETED Date	Hours	Cycle	NEXT DUE Date	Hours	Cycle	TIME LEFT Mos	Hours	Cycle
29. EDGELIGHTED PANEL ASSEMBLIES – Inspect for condition. Refer to MM Chap. 33-10-00.	A/F TT - 2,000 Hrs. or 4 Yrs.		.0	0		.0	0	0	.0	0
30. AIR CONDITION COMPRESSOR DRIVE BELTS – Check tension after 50 hours operation on new belt. Refer to MM Chap. 21-50-00.	50 Hrs. after installation		.0	0		.0	0	0	.0	0
31. NOSE GEAR SHOCK ABSORBER ASSEMBLY – Inspect for cracks, wear, and interior and exterior for corrosion. (Disassembly required.)	A/F Cyc - 8,000/6 Yrs.		.0	0		.0	0	0	.0	0
32. NOSE GEAR DRAG BRACE ASSEMBLY – Inspect for cracks, wear, and interior and exterior for corrosion. (Disassembly required.)	A/F Cyc - 8,000/6 Yrs.		.0	0		.0	0	0	.0	0
33. NOSE GEAR AXLE ASSEMBLY AND TORQUE KNEES - Inspect for cracks, wear, and interior and exterior for corrosion. (Disassembly required.)	A/F Cyc - 8,000/6Yrs.		.0	0		.0	0	0	.0	0
34. NOSE GEAR ACTUATOR – Replace or overhaul. Refer to Chap. 32.	A/F Cyc – 8,000		.0	0		.0	0	0	.0	0

SPECIAL INSPECTIONS (Effectivity: LA-2 thru LA-225)									
SPECIAL INSPECTIONS	INSPECTION INTERVAL	COMPLETED Date	Hours	Cycle	NEXT DUE Date	Hours	Cycle	TIME LEFT Mos	Hours	Cycle
35. NOSE GEAR ACTUATOR (Mechanical) - Perform a screw end-play check. (Removal from airplane required). Refer to Chap. 32-30-00.	A/F Cyc – 1,000/30 Mos.		.0	0		.0	0	0	.0	0
36. NOSE GEAR ACTUATOR CLEVIS – Inspect clevis hole for excessive wear. Refer to CMM. (Disassembly required.)	A/F Cyc - 1,000/30 Mos.		.0	0		.0	0	0	.0	0
37. NOSE LANDING GEAR WHEEL - Inspect wheel halves for corrosion or damage. CMM	A/F TT - 400 Hrs. or 12 Mos.		.0	0		.0	0	0	.0	0
* 38. ALTIMETER AND PITOT AND STATIC SYSTEM - Inspect every 24 months as required by 14 CFR 91.411. Refer to MM Chap. 34-00-00 for system check and leak test.	A/F TT - 24 Mos.		.0	0		.0	0	0	.0	0
38A. ADC-900004-003 - Perform Scale Error Test per 14 CFR Part 43 App. E.	A/F TT - 24 Mos.									
39. FLIGHT DATA RECORDER - Ref: LORAL CCM P/N 165E0503-00.	No periodic or scheduled maintenance required.		.0	0		.0	0	0	.0	0

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SPECIAL INSPECTIONS (Effectivity: LA-2 thru LA-225)									
SPECIAL INSPECTIONS	INSPECTION INTERVAL	COMPLETED Date	Hours	Cycle	NEXT DUE Date	Hours	Cycle	TIME LEFT Mos	Hours	Cycle
40. COCKPIT VOICE RECORDER - Ref: Universal CVR-30A Installation Manual, Report No. 2230.	Periodic inspection consists of required pre-flight self-test.		.0	0		.0	0	0	.0	0
* 41. TRANSPONDER RECERTIFICATION - IAW 14 CFR 91.413 Requirements.	Component - 24 Mos.		.0	0		.0	0	0	.0	0
42. UAB (CVR) – Replace battery/clean and test beacon IAW Dukane CMM (03-TM-0037) or Datasonics CMM (A362-06051).	6 Yrs/24 Mos.		.0	0		.0	0	0	.0	0
43. UAB (FDR) – Replace battery/clean and test beacon IAW Dukane CMM (03-TM-0037) or Datasonics CMM (A362-06051).	6 Yrs/24 Mos.		.0	0		.0	0	0	.0	0
44. PEDESTAL POWER LEVER STOP PIN – Inspect for wear. Maximum allowable wear is 1/3 of pin diameter. Refer to MM Chap. 76.	A/F TT - 1,200 Hrs.		.0	0		.0	0	0	.0	0
45. PILOT'S COMPARTMENT FIRE EXTINGUISHER – Hydrostatically test. Refer to MM Chap. 26.	Component - 12 Yrs.		.0	0		.0	0	0	.0	0

SPECIAL INSPECTIONS (Effectivity: LA-2 thru LA-225)									
SPECIAL INSPECTIONS	INSPECTION INTERVAL	COMPLETED Date	Hours	Cycle	NEXT DUE Date	Hours	Cycle	TIME LEFT Mos	Hours	Cycle
46. CABIN FIRE EXTINGUISHER – Hydrostatically test. Refer to MM Chap. 26.	Component - 12 Yrs.		.0	0		.0	0	0	.0	0
47 a. LH ENGINE FIRE EXTINGUISHER (IF INSTALLED) - Hydro-statically test engine fire extinguisher bottle every 5 years in accordance with Title 49 CFR Chapter 1, Section 173.34 or replace with a new bottle. (DOT Regulation.) Refer to MM Chap. 26.	Component - 5 Yrs.		.0	0		.0	0	0	.0	0
47 b. RH ENGINE FIRE EXTINGUISHER (IF INSTALLED) - Hydro-statically test engine fire extinguisher bottle every 5 years in accordance with Title 49 CFR Chapter 1, Section 173.34 or replace with a new bottle. (DOT Regulation.) Refer to MM Chap. 26.	Component - 5 Yrs.		.0	0		.0	0	0	.0	0
48 a. LH FIRE EXTINGUISHER SQUIB CARTRIDGE (IF INSTALLED) - Total cartridge life is 6 years, which includes any combination of storage and installed service. Service life is not to exceed 4 year.	Shelf Life - LH 6 Life Yrs - Mfg. Date		.0	0		.0	0	0	.0	0

	SPECIAL INSPECTIONS (Effectivity: LA-2 thru LA-225)									
	SPECIAL INSPECTIONS	INSPECTION INTERVAL	COMPLETED Date	Hours	Cycle	NEXT DUE Date	Hours	Cycle	TIME LEFT Mos	Hours	Cycle
	48 b. RH FIRE EXTINGUISHER SQUIB CARTRIDGE (IF INSTALLED) - Total cartridge life is 6 years, which includes any combination of storage and installed service. Service life is not to exceed 4 years.	Shelf Life - RH 6 Life Yrs - Mfg. Date		.0	0		.0	0	0	.0	0
	48 c. LH FIRE EXTINGUISHER SQUIB CARTRIDGE (IF INSTALLED) - Total cartridge life is 6 years, which includes any combination of storage and installed service. Service life is not to exceed 4 years.	Component - LH, 4 Yrs In-Service, from Installation Date.		.0	0		.0	0	0	.0	0
	48 d. RH FIRE EXTINGUISHER SQUIB CARTRIDGE (IF INSTALLED) - Total cartridge life is 6 years, which includes any combination of storage and installed service. Service life is not to exceed 4 years.	Component - RH, 4 Yrs In-Service from Installation Date		.0	0		.0	0	0	.0	0
*	49 a. FLIGHT CONTROLS - Inspect all flight control pulley brackets and castings.	A/F TT - 10,000 Cyc. Init/thereafter 42b.		.0	0		.0	0	0	.0	0
*	49 b. FLIGHT CONTROLS - Inspect all flight control pulley brackets and castings – 5000 Cyc. after initial.	A/F TT - 5,000 Cyc. after 10,000 Cyc. Initial		.0	0		.0	0	0	.0	0

SPECIAL INSPECTIONS (Effectivity: LA-2 thru LA-225)									
SPECIAL INSPECTIONS	INSPECTION INTERVAL	COMPLETED Date	Hours	Cycle	NEXT DUE Date	Hours	Cycle	TIME LEFT Mos	Hours	Cycle
50. OXYGEN CYLINDER – DOT 3HT 1850 - (Lightweight) - Hydro-statically test every 3 years (DOT Regulation). Replace after 24 years or 4,380 refills. Overhaul oxygen regulator each time cylinder is tested. Overhaul or replace regulator when cylinder is replaced. Refer to MM Chap. 35.	Component - 3 Yrs.		.0	0		.0	0	0	.0	0
51 a. LH ENGINE MOUNT VIBRATION ISOLATORS - Inspect vibration isolators for deterioration, damage, and attachment. Refer to MM Chap. 71-20-00.	ENGINE TBO or A/F TT - 4,000 Hrs.		.0	0		.0	0	0	.0	0
51 b. RH ENGINE MOUNT VIBRATION ISOLATORS - Inspect vibration isolators for deterioration, damage, and attachment. Refer to MM Chap. 71-20-00.	ENGINE TBO or A/F TT - 4,000 Hrs.		.0	0		.0	0	0	.0	0
52. FUSELAGE AREA INSPECTION - Refer to MM Chap. 53-10-00.	A/F - 3,000 Cyc.		.0	0		.0	0	0	.0	0
53. FLIGHT CREW COMPARTMENT AREA INSPECTION - Refer to MM Chap. 53-10-00.	A/F - 3,000 Cyc.		.0	0		.0	0	0	.0	0
54. FORWARD PRESSURE BULKHEAD INSPECTION - Refer to MM Chap. 53-10-00.	A/F - 3,000 Cyc.		.0	0		.0	0	0	.0	0

SPECIAL INSPECTIONS (Effectivity: LA-2 thru LA-225)									
SPECIAL INSPECTIONS	INSPECTION INTERVAL	COMPLETED Date	Hours	Cycle	NEXT DUE Date	Hours	Cycle	TIME LEFT Mos	Hours	Cycle
55. AFT PRESSURE BULKHEAD INSPECTION – Refer to MM Chap. 53-10-00.	A/F - 3,000 Cyc.		.0	0		.0	0	0	.0	0
56. LOWER AFT FUSELAGE TO WING INSPECTION. - Refer to MM Chap. 53-10-00.	A/F - 3,000 Cyc.		.0	0		.0	0	0	.0	0
57. FUSELAGE FLOOR LINE INSPECTION - Refer to MM Chap. 53-10-00.	A/F - 3,000 Cyc.		.0	0		.0	0	0	.0	0
58. AFT FUSELAGE MOISTURE DRAINAGE SYSTEM INSPECTION – Refer to MM Chap. 53-10-00.	A/F - 3,000 Cyc.		.0	0		.0	0	0	.0	0
59. DOUBLER AND WINDSHIELD FRAME INSPECTION. - Refer to MM Chap. 53-10-00.	A/F - 3,000 Cyc.		.0	0		.0	0	0	.0	0
60. CABIN DOOR AREA INSPECTION - Refer to MM Chap. 53-10-00.	A/F - 3,000 Cyc.		.0	0		.0	0	0	.0	0
61. ESCAPE HATCH AREA INSPECTION – Refer to MM Chap. 53-10-00.	A/F - 3,000 Cyc.		.0	0		.0	0	0	.0	0
62. NACELLE SPLICE 57-14-01 for Sch. Insp. Req. (See SIRM Chap. 57-13-04 for insp. & repl. Procedures).	A/F - 10,000/ 1,000 Hrs. * NOTE 1		.0	0		.0	0	0	.0	0

*** NOTE 1:** 20,000 Hr. Replacement

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SPECIAL INSPECTIONS (Effectivity: LA-2 thru LA-225)									
SPECIAL INSPECTIONS	INSPECTION INTERVAL	COMPLETED Date	Hours	Cycle	NEXT DUE Date	Hours	Cycle	TIME LEFT Mos	Hours	Cycle
63. WING ATTACHMENT BOLTS – Inspect the eight bolts as outlined in the Beechcraft SIRM Chap. 57.	A/F RR – 5 Yrs. Or anytime Bolt is removed.		.0	0		.0	0	0	.0	0
64. ALL WING ATTACH-FITTING FLAT SURFACES, DEPRESSION, COUNTERBORES AND BARREL NUT HOLES-LOWER OUTBD FITTINGS ONLY. Refer to SIRM Chap. 57-14-01.	A/F - 5 Yrs.		.0	0		.0	0	0	.0	0
65. LOWER FORWARD FITTING COUNTERBORES AND BARREL NUT HOLES. Eddy current Refer to SIRM Chap. 57-14-01.	A/F - 20,000/ 1,200 Hrs.		.0	0		.0	0	0	.0	0
66. UPPER AND LOWER FORWARD, UPPER AND LOWER AFT WING BOLTS AND NUTS REPLACEMENT. 15 Years of service or 15,000 Hrs., whichever comes first.	A/F - 15 Yrs. or 15,000 Hrs.		.0	0		.0	0	0	.0	0

	SPECIAL INSPECTIONS (Effectivity: LA-2 thru LA-225)									
	SPECIAL INSPECTIONS	INSPECTION INTERVAL	COMPLETED Date	Hours	Cycle	NEXT DUE Date	Hours	Cycle	TIME LEFT Mos	Hours	Cycle
	67. WING CENTER SECTION AND OUTBOARD WING. Substantiate Life LA-2 thru LA-225 - Refer to MM Chap. 4-00-00.	A/F - 30,000 Hrs.		.0	0		.0	0	0	.0	0
	68. WINDSHIELD SCREWS - REPLACE	A/F - 10,000 Cyc.		.0	0		.0	0	0	.0	0
	69. CABIN AIRSTAIR DOOR FORWARD AND AFT SIDE LATCH BOLTS – REPLACE	A/F - 5,000 Cyc.		.0	0		.0	0	0	.0	0
	70. CABIN AIRSTAIR DOOR UPPER HOOK MECHANISM (Including pins, brackets, spring, arm and hooks. REPLACE	A/F - 10,000 Cyc.		.0	0		.0	0	0	.0	0
	71. CONTINUOUS CORROSION CONTROL INSPECTION (CCCI). Refer to Chap. 5.5 of AAIP.	Phase 2 and Phase 4		.0	0		.0	0	0	.0	0
*	72. FUEL NOZZLES LEFT HAND ENGINE – REPLACE OR CLEAN AND INSPECT and PERFORM BORESCOPE INSP. Refer to P&W MM Chap. 72-00-00, Table 601 and Chap. 73-10-05.	A/F - 600 Hrs.		.0	0		.0	0	0	.0	0
*	73. FUEL NOZZLES RIGHT HAND ENGINE – REPLACE OR INSPECT AND CLEAN and PERFORM BORESCOPE INSP. Refer to P&W MM Chap. 72-00-00, Table 601 and Chap. 73-10-05.	A/F - 600 Hrs.		.0	0		.0	0	0	.0	0

SPECIAL INSPECTIONS (Effectivity: LA-2 thru LA-225)									
SPECIAL INSPECTIONS	INSPECTION INTERVAL	COMPLETED Date	Hours	Cycle	NEXT DUE Date	Hours	Cycle	TIME LEFT Mos	Hours	Cycle
74. LEFT HAND ENGINE DRIVEN FUEL PUMP COUPLING SHAFT - In-situ inspection for fretting and corrosion. Perform in conjunction with Outlet Filter Replacement. Refer to P&W MM Chap. 72-00-00, Table 601.	A/F - 600 Hrs.		.0	0		.0	0	0	.0	0
75. LEFT HAND ENGINE DRIVEN FUEL PUMP OUTLET FILTER – Replace. Refer to P&W MM Chap. 72-00-00, Table 601.	A/F - 600 Hrs.		.0	0		.0	0	0	.0	0
76. LEFT HAND ENGINE DRIVEN FUEL PUMP INLET FILTER - Replace. Refer to P&W MM Chap. 72-00-00, Table 601.	A/F - 600 Hrs.		.0	0		.0	0	0	.0	0
77. RIGHT HAND ENGINE DRIVEN FUEL PUMP COUPLING SHAFT – In-situ inspection for fretting and corrosion. Perform in conjunction with Outlet Filter Replace. Refer to P&W MM Chap. 72-00-00, Table 601.	A/F - 600 Hrs.		.0	0		.0	0	0	.0	0
78. RIGHT HAND ENGINE DRIVEN FUEL PUMP OUTLET FILTER – Replace. Refer to P&W MM Chap. 72-00-00, Table 601.	A/F - 600 Hrs.		.0	0		.0	0	0	.0	0

SPECIAL INSPECTIONS (Effectivity: LA-2 thru LA-225)									
SPECIAL INSPECTIONS	INSPECTION INTERVAL	COMPLETED Date	Hours	Cycle	NEXT DUE Date	Hours	Cycle	TIME LEFT Mos	Hours	Cycle
79. RIGHT HAND ENGINE DRIVEN FUEL PUMP INLET FILTER – Replace. Refer to P&W MM Chap. 72-00-00, Table 601.	A/F - 600 Hrs.		.0	0		.0	0	0	.0	0
80. FILTER PRESSURIZATION CONTROLLER - Inspect and clean. Refer to MM Chap. 12-00-00.	A/F - 800 Hrs.		.0	0		.0	0	0	.0	0
81. FILTER INSTRUMENT AIR – Replace. Refer to MM Chap. 12-20-00.	A/F - 800 Hrs.		.0	0		.0	0	0	.0	0
82. FILTER EVAPORATOR - Replace. Refer to MM Chap. 5-00-00.	A/F - 400 Hrs.		.0	0		.0	0	0	.0	0
83. FUEL QUANTITY INDICATING SYSTEM – Calibration Check. Refer to MM Chap. 28.	A/F - 600 Hrs. or 24 Calendar Mos. - whichever occurs first.		.0	0		.0	0	0	.0	0
* 84. CABIN ALTITUDE WARNING SYSTEM - Perform the CABIN ALTITUDE WARNING PRESSURE SWITCH CHECK procedure. Refer to MM Chap. 21-30-00.	A/F - 12 Mos.		.0	0		.0	0	0	.0	0

	SPECIAL INSPECTIONS (Effectivity: LA-2 thru LA-225)									
	SPECIAL INSPECTIONS	INSPECTION INTERVAL	COMPLETED Date	Hours	Cycle	NEXT DUE Date	Hours	Cycle	TIME LEFT Mos	Hours	Cycle
*	85. OXYGEN SYSTEM - Perform the BAROMETRIC PRESSURE SWITCH CHECK procedure. Refer to Chap. 35-00-00.	A/F - 12 Mos.		.0	0		.0	0	0	.0	0
*	86. SKIN EXTERIOR AIRFRAME - Inspect exterior skin (including hose wheel well keels) for cracks and loose and missing fasteners. If one repetitive damage is found, inspection on the internal structure for degradation in the local area is required.	A/F - 10,000 Cyc. Initial/ 1,000 Cyc. recurring.		.0	0		.0	0	0	.0	0
*	87 HOSES, BRAKE SYSTEM - (Replace)	A/F - 5 Yrs.		.0	0		.0	0	0	.0	0
*	88. HOSES, ENGINE COMPARTMENT - (Replace)	A/F - 5 Yrs.		.0	0		.0	0	0	.0	0
*	89. OXYGEN MASKS (EROS) Pilot and Co-Pilot - Complete System Test. Refer MM Supp. Chap. 35.	A/F - 12 Mos.		.0	0		.0	0	0	.0	0
*	90. OXYGEN MASKS (EROS) Pilot and Co-Pilot - Replace from Date of Manufacturer.	Component - 6 Yrs.		.0	0		.0	0	0	.0	0

FLIGHT STANDARDS DIVISION
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MAINTENANCE DISCREPANCY REPORT

*(Reference Section 1.2)

*INSPECTION FORM 4.1

A/C MAKE & MODEL_____ REG NO.:_____ S/N_____

A/C TOTAL TIME_____ TYPE_____ DATE_____ PAGE_____ OF ____

Item #		*TECH	*INSP
	DISCREPANCY: CORRECTIVE ACTION:		
	DISCREPANCY: CORRECTIVE ACTION:		
	DISCREPANCY: CORRECTIVE ACTION:		
	DISCREPANCY: CORRECTIVE ACTION:		
	DISCREPANCY: CORRECTIVE ACTION:		

This form is provided for use when there is no established method of recording non-routine discrepancies discovered in conjunction with scheduled inspections. Normally, these non-routine discrepancies will be documented in accordance with the established procedures of the certificated repair station performing the inspection.

AAIP INSPECTION FINAL CHECKLIST

INSPECTION FORM 4.2

The following items must be checked and signed off by the Director of Maintenance (DOM) or authorized/delegated representative prior to the aircraft being operated after performing any of the inspections contained in this AAIP, Engine and/or Propeller change, or any other Major Repair or Alteration.

*1. All Inspection sheets checked for complete and proper signoff. Signoff in the "TECH" and/or "INSP" blocks may be a stamp, signature or initials. All "TECH" and/or "INSP" blocks must have a proper signoff, as applicable. If the person performing the inspection or maintenance is an Inspector, it is permissible for that person to sign the TECH block. Any items that have been deferred must be done in accordance with AFS MEL Program Procedures.

2. Check all Maintenance Discrepancy Report forms for completeness, proper signoff and page numbering.

3. Assure that there are serviceable tags, work orders, shipping invoices or other paper work for all components changed and attach them to the Inspection package and forward as instructed by the DOM or authorized representative.

4. Verify the Inspection has been signed off in the Aircraft Log and by the Repair Station or authorized person that performed the work. All Times and Cycles must agree.

5. The aircraft must receive a preflight type walk around to verify that all plates and cowling are properly closed, no leaks noted, and that the interior and exterior is clean and free from foot or hand prints. The Certificate of Airworthiness, Registration Certificate, and any other interior equipment should be in its proper place.

DOM or authorized representative: _____

EMERGENCY EQUIPMENT INSPECTION FORM

INSPECTION FORM 4.3

The following Emergency Equipment will be inspected on each scheduled phase AAIP inspection.

First Aid Kit. Check that lead seal is not broken. If broken, check contents and replenish as per kit list and reseal.

Technician_____

Flare Kit. Verify contents and condition, replace as required.

Technician_____

Life Raft. Perform visual inspection for condition. Check for proper documentation. Ensure ELT battery has a minimum 50% of life remaining.

Technician_____

Life Raft. 12 month inspection will be performed by Manufacturer or Fabric Shop in accordance with Manufacturer's Service Instructions.

Life Vest. Perform visual inspection for condition.

Technician_____

Life Vest. 24 month inspection will be performed by the Fabric Shop in accordance with Manufacturer's Service Instructions.

Technician_____

END

OPERATIONAL TEST FLIGHT FORM

INSPECTION FORM 4.4

DOM or authorized representative is requesting an Operational Test Flight for the following reasons:

_____
_____
_____
_____

Requested by: _____ Time/Date _____

Aircraft Released for Flight by: _____ Time/Date _____
DOM or Authorized Representative

Test Flight Completed: _____ Satisfactory: _____ Unsatisfactory _____

Remarks: _____
_____
_____
_____.

Pilot should enter any remarks that he feels are necessary. If unsatisfactory, the item is to be entered into the Aircraft Log as a discrepancy. If another flight is required, a new Operational Test Flight Sheet will be initiated.

PILOT'S SIGNATURE _____Time/Date_____

FLIGHT STANDARDS DIVISION
F-90 APPROVED AIRCRAFT INSPECTION PROGRAM

AVIONICS INSPECTION FORM

*

	A. INSTALLATION	TECH
	1. "J" BOXES - Remove inspection plates where needed, inspect for cleanliness, tighten terminals, adequately supported and secured wiring bundles and freedom from chaffing and evidence of overheating. Inspect racks and mounts for security, damage and cleanliness. Inspect connectors for security, cleanliness and arcing. Inspect avionics control panel for security, cleanliness, damage and missing knobs.	
	2. MICROPHONES & HEADSETS - Microphones to be checked for broken or sticking switches, worn or damaged cords, damages or dirty plugs, cleanliness and damaged or defective components. They will be tested for normal operation, both as to audio output and switch action. Headsets will be checked for mechanical condition, worn or damaged cords or plugs and sticky or deteriorated cushions. They will be tested aurally for equal reception on each phone.	
	3. CABLES AND PLUGS - Check for chaffing and security of exposed cables. Check plugs for condition and security to equipment racks.	
*	**B. RADIOS, COMMUNICATION** - Ref: Garmin CMM 190-00181-02 (GNS-530 VHF COMM 1) Collins CMM 523-0765213 (VHF-20 COMM-2) Magnavox T.O. 12R2-2ARC164-2 (UHF) Sigtronics SDB-800 Oper. Instructions (INTERCOMM)	
*	1. VHF/UHF/INTERCOM **NOTE** These tests must be performed using aircraft power and with engines operating. a. Energize each system and aircraft power.	

*	**B. RADIOS, COMMUNICATION** - (Continued) Ref: Garmin CMM 190-00181-02 (GNS-530 VHF COMM 1) Collins CMM 523-0765213 (VHF-20 COMM-2) Magnavox T.O. 12R2-2ARC164-2 (UHF) Sigtronics SDB-800 Oper. Instructions (INTERCOMM)	**TECH**
*	b. Make sure the "INTPH" circuit breaker is pushed in and both intercom boxes in the pedestal are set to "ON". c. Tune to the operating frequency of a known station in the immediate area. Press the microphone PTT switch and obtain a satisfactory radio check. Repeat procedure (B.1.c) with **all** COMM systems. Check other frequencies for each system, if possible. d. Using VHF COMM 1 and VHF COMM 2, verify the cabin intercom positions on pilot side can hear what pilot is monitoring and copilot side intercom positions can hear what copilot is monitoring. e. Turn both intercom units to "OFF". Verify the pilot and copilot can still use VHF COMM 1 & 2 radios. f. With both intercom units set to "OFF", pull "INTPH" circuit breaker. Verify the pilot and copilot can still use VHF COMM 1 & 2 radios.	

*	**C. NAVIGATION-VOR/LOC/GS/MB** - Ref: Garmin CMM 190-00181-02 (GNS-530 VHF NAV 1) Collins CMM 523-0764194 (VIR-30A VHF NAV 2)	**TECH**
*	1. VOR (NAV 1 & NAV 2)	
	a. Place mode switch on the control unit in the test position. Move OBS bearing selector to approximately 5 degrees. A specific channel is not required for test, only that the radio be tuned to a VOR frequency. **NOTE** A strong station on frequency will not interfere with the test. Verify the following: <u>VOR signal present</u>: The flag will stay out of view, the course indicator lateral deviation bar will approximately center, and the instrument will indicate TO. The RMI pointers connected to the VIR-30 will indicate 0- to 5-degrees magnetic bearing. When the self-test control is released, the flag will come into view and the RMI pointers will part in approximately 1 second. Approximately 5 seconds later, the flag will go out of view and the RMI pointers will point to the station. <u>No VOR signal present</u>: The flag will go out of view after approximately 3 seconds, the course indicator lateral deviation bar will approximately center, and the instrument will indicate TO. The RMI pointers connected to the VIR-30 will indicate 0- to 5-degree magnetic bearing. When the self-test control is released, the flag will come into view and the RMI pointers will park in approximately 1 second.	

*	**C. NAVIGATION-VOR/LOC/GS/MB** - (Continued) Ref: Garmin CMM 190-00181-02 (GNS-530 VHF NAV 1) Collins CMM 523-0764194 (VIR-30A VHF NAV 2)	**TECH**
*	2. LOCALIZER (NAV 1 & NAV 2)	
	a. Tune to any localizer frequency. Place mode switch on the control unit to the test position and verify the following: <u>LOC signal present</u>: The flag will stay out of view and the course indicator lateral deviation bar will deflect right approximately one dot. When the self-test control is released, the flag will come into view in 1 second and will go out of view in approximately 5 seconds. <u>No LOC signal present</u>: The flag will go out of view after approximately 3 seconds, and the course indicator lateral deviation bar will deflect tight approximately one dot. When the self-test control is released, the flag will come into view in approximately 1 second.	
*	3. GLIDESLOPE (NAV 1 & NAV 2)	
	a. Same as for localizer. The glideslope frequencies are paired with the localizer and are tuned automatically. **NOTE** The glideslope is tested simultaneously with the localizer. The flag action is similar to the localizer except that the flag delays are approximately one-half as long as those are in the localizer. The course indicator glideslope pointer will indicate down approximately one dot.	
*	4. MARKER BEACON (NAV 1)	
	a. This assembly is tested automatically when the mode switch is in the test position and when either a VOR or a localizer channel is selected. The indication of proper operation will be all three marker lights flashing at a 30-Hz rate. A 30-Hz tone is audible in the marker audio output.	

*	**C. NAVIGATION-VOR/LOC/GS/MB -** (Continued) Ref: Garmin CMM 190-00181-02 (GNS-530 VHF NAV 1) Collins CMM 523-0764194 (VIR-30A VHF NAV 2)	**TECH**
*	5. GROUND CHECK (NAV 1 & NAV 2)	
	a. Tune in a VOR station or a ramp tester that provides a reliable signal.	
	b. Rotate the course select knob on the course indicator until the known direction to the station is presented. The lateral deviation bar of the course should be nearly centered, and the TO/FROM indicator will indicate TO. The RMI VOR pointer will rotate to indicate the omnibearing to the test VOR station.	
	c. Rotate the course select knob on the course indicator until the direction to the station is directly beneath the reciprocal course index. The lateral deviation bar of the course indicator will be centered, and the To/FROM indicator should read FROM. The RMI VOR pointer should remain the same as in step (b) of this procedure.	
	D. RADAR, WEATHER - Ref: Collins CMM 523-0772443	
	1. Press OFF switch, turn aircraft power on, press SBY switch and set AZ switch to ON.	
	a. Adjust INT full cw, after a few seconds, five blue range marks and azimuth lines, and a blue "SBY" should be displayed. The numerals displayed are a function of the range selected. Adjust INT for comfortable viewing.	
	b. Press the 25 range switch and the TST mode switch. Check that a test pattern is displayed after about 60 seconds. Check that antenna scans ±60 degrees.	
	c. Adjust TILT control to maximum cw and check that antenna tilts up. Adjust TILT control to maximum ccw and check that antenna tilts down. Adjust TILT control to 0 and check that antenna is centered in tilt plane.	

D. RADAR, WEATHER - Ref: Collins CMM 523-0772443 - (Continued) | **TECH**

d. Press SBY switch. Note that antenna finishes scan cycle and parks at left side.

WARNING
In this next step, the aircraft must be outside when the transmitter is turned on. Be certain that no personnel or fuel supplies are within the ±60° hazardous area in front of the aircraft.

e. Press 10 range switch and WX mode switch. Note that antenna sweeps. In addition to possible targets, the display should show five azimuth lines and five range marks as in step (b), above, and the letters WX. If a distant target, such as a rain cloud or terrain feature is evident, adjust the TILT control for the best (largest display of that target. Otherwise, adjust for a reasonable ground return target display.

f. Press the 25, 50, 100, etc. range switches, in that order, and note that the target(s) shift position on the display according to the range selected. Note that the numeric display corresponds to the range selected as follows:

RANGE SELECTED	RANGE MARK ANNUNCIATION				
	1	2	3	4	5
10	2	4	6	8	10
25	5	10	15	20	25
50	10	20	30	40	50
100	20	40	60	80	100
200	40	80	120	160	200
300	60	120	180	240	300

D. RADAR, WEATHER - Ref: Collins CMM 523-0772443 - (Continued)	**TECH**
g. With WX mode switch selected, press the HOLD switch and note that the display alternates between WX and HOLD. Press the HOLD switch again and note that the display reverts back to the constant WX display.	
h. Press the 25 range switch and the TST mode switch. While the test pattern is being written on the screen, press HOLD switch and note that the test pattern progress stops and the display alternates between TEST and HOLD. Press HOLD switch again and allow test pattern to be fully displayed. Note that the third or center band alternates between red and black at a 1 Hz rate - this is the contour band. The next bands are yellow and the outer bands are green.	
i. Press WX switch and any range switch that gives a reasonable target display; either weather or ground return. If necessary, adjust antenna TILT and INT. Note that some portion of the display contours (i.e. alternates between red and black). Press NRM switch and note that the contour portion stops alternating and remains red, and NORM is displayed instead of WX.	
j. Rotate the GAIN switch through all positions from MAX to MIN and note that at each step, in going from MAX to MIN, the number and size of the target(s) decreases. Note also that the display alternates between NORM and GAIN for all GAIN switch positions below MAX.	
k. Press SBY switch, set AZ switch to OFF, and note that azimuth lines are not displayed. Press the MAP switch and note that the display changes colors, the contour areas change to purple, the yellow remains yellow, and the green changes to blue.	

D. RADAR, WEATHER - Ref: Collins CMM 523-0772443 - (Continued)	**TECH**
l. Press SBY switch. Set TGT ALERT switch to ON and note a small yellow "T" inside a red box on the upper right-hand side of the display. If there is a radar target of contour level intensity within 15 degrees of dead ahead and within 60 and 150 nmi, a flashing yellow "TGT" inside a red box should appear on the display in place of the "T". This test may be omitted if no suitable target is available and there is no good reason to suspect a problem in this feature.	
m. Press the OFF switch. Turn aircraft power off as required.	
E. AUTOMATIC DIRECTION FINDER - Ref: Collins CMM 523-0766184	
1. ADF **NOTE** Avoid testing the ADF system in the hangar or close to any large metal objects that could induce magnetic interference. a. Apply power to ADF and position mode switch to ANT. Observe that panel and dial lamps are lit. With aircraft audio system being driven by the ADF, check that the signals can be received on the following bands: 190-279.5 kHz 400-599.5 kHz 900-1399.5 kHz 280-399.5 kHz 600-899.5 kHz 1400-1749.5 kHz	
b. Position the mode select switch to ADF. Observe that the panel and dial lamps remain lit. Tune the receiver to several stations, observing that the bearing indicator indicates a bearing suitable for the station received.	

E. AUTOMATIC DIRECTION FINDER - Ref: Collins CMM 523-0766184 - (Continued)	**TECH**
c. With the receiver tuned to a station frequency, note the bearing indication as reference. Activate the self-test circuit. Pointer should rotate 90 degrees from reference and return to reference with self-test switch is released. **NOTE** When the ADF system receives an unusual signal, the RMI indicator will "park" horizontally.	
d. Start the aircraft engines, if not already running and other equipment likely to cause electrical interference (rotating beacons, flashing wingtip lights, deicing pumps). Repeat steps (a) through (c), checking that static and noise overriding signals do not impair ADF system operation.	
F. DME - Ref: Collins CMM 523-0764919	
1. Turn aircraft power and set DME control to DME and the indicator to MIN. Wait 1 minute for time delay to elapse.	
a. Press self TEST pushbutton firmly. Distance window displays 0.0 or 0.1; lower window displays dashes. Release pushbutton, window(s) indication will be 888.8 during memory period (8 to 12 seconds). After memory period, the window(s) will display dashes (assuming there is no local vortac to lock onto).	
b. Remove aircraft power as required.	
G. TRANSPONDER - Ref: Allied Signal CMM I.B. 117A-1	
1. Energize the transponder systems by turning the necessary aircraft circuit breakers on and position the transponder control to ON. Wait 60 seconds.	
a. Depress the TEST switch on the transponder and observe that the TPR annunciator lamp or RPLY lamp illuminates the remains lit for 1 second after release of TEST switch.	

G. TRANSPONDER- Ref: Allied Signal CMM I.B.1167A-1 - (Continued)	**TECH**
b. Position the 1/2 switch to 2 and repeat step (a).	
H. COMPASS - Ref: Collins CMM 523-0760338	
1. Actuate proper circuits to apply power to compass No. 1 and No. 2.	
a. Verify that the RMHI compass flat is out of view. On the compass amplifier, set test selector to NORM. On the RMHI, select automatic slaving mode. Verify that the RMHI slave indicator needle is centered and the compass card is at rest.	
b. On the compass amplifier, set test selector to AMP. Verify TEST ON and TEST OK indicators light. On the compass amplifier, set test selector to D/G A. Verify TEST ON and TEST OK lights remain on and the RMHI compass card is driven clockwise at a fast slave rate.	
c. On the compass amplifier, set test selector to D/G B. Verify TEST ON and TEST OK lights remain on. Set test selector to FD. Verify TEST ON and TEST OK lights remain on. Set test selector to RMHI. Verify TEST ON and TEST OK lights remain on.	
d. Perform steps (b) through (d) for compass No. 2. Remove power as required.	
I. FLIGHT DIRECTOR GROUND CHECKS- Ref: Honeywell CMM 15-1146-16	
1. With inverter switch on, assure the FD computer flag is not in view. During steps 2 through 6, verify the proper annunciator lights are illuminating.	

	I. **FLIGHT DIRECTOR GROUND CHECKS**- (Continued) Ref: Honeywell CMM 15-1146-16	**TECH**
	2. Check FD selector switch in the gyro position. Note command bars are retracted.	
	3. Check FD selector in the HDG position. Note command bars on position. Rotate "HDG BUG" on the HSI card and observe command bars following direction of bug.	
	4. Check FD selector in the "NAV/LOC" position. With VOR signal on the #1 NAV receiver, rotate the "COURSE" selector for left and right CDI movement. Observe command bars tracking to correct direction.	
	5. Check FD selector in the "APP" position. Using an ILS test signal, verify the command bars correctly tracking the respective HSI indications.	
	6. Select GA mode. Command bar should raise to about the 7 degree up position.	
*	**J. GPS** - Ref. GARMIN P/N 190-00181-02 (GNS-530)	
	1. Following normal power-up, the Self-Test page will be displayed followed by the Data Base page. During this time, many of the electrical outputs are activated so the installation, configuration, and wiring may be verified. Before approving the Data Base page, verify that the following parameters are displayed on equipment in the aircraft as listed below: **NOTE** Electronic displays which monitor the 500 Series unit's ARINC 429 output may vary I how and where annunciations are displayed. Generally, it is not required to verify every data field with an ARINC 429 interface. Correct display of a subset of the data without noting any discrepancies is typically adequate evidence of correct ARINC 429 operation.	

J. GPS - Ref: GARMIN P/N 190-00181-02 - (Continued)		**TECH**
Parameter	**Self-Test Value**	
Course Deviation	Half-left deviation, TO indication, Flag pulled	
Glideslope/Vert.Deviation	Half-up deviation, flag pulled	
Bearing to Waypoint	135°	
Desired Track	149.5°	
Selected Course	149.5°	
Distance to Go	10.0 nautical miles	
Time to Go	4 minutes	
Active Waypoint	"GARMIN"	
Groundspeed	150 knots	
Present Position	N 39°04.05',W 94°53.86'	
Waypoint Alert	Active	
Phase of Flight	En Route	
Message Alert	Active	
Leg/OBS Mode	Leg Mode	
GPS Integrity	Reflects actual GPS integrity	
K. GPWS - Ref: Allied Signal Pilot's Guide		
1. Perform Self-Test		
L. TCAS I - Ref: Allied Signal Pilot's Guide - CMM-006-05370-0006		
On the TCAS control panel, initiate the TCAS system self-test. The following events should occur during the test period:		
1. On the traffic display, a test pattern will be displayed that allows verification of each type of intruder symbol that can be displayed. See figure 101 in the "Fault Isolation" section for a picture of the test pattern. During the self-test, the word "TEST" is displayed in the lower left corner of the display. The following symbols are displayed:		
a. Traffic Advisory (yellow circle) will appear at 9 o'clock, range of 2 miles, 200 feet below and climbing.		
b. Proximity traffic (solid white diamond; Honeywell-Cyan) will appear at 1 o'clock, range 3.6 miles, 1000 feet below and descending.		

	L. TCAS I - Ref: Allied Signal Pilot's Guide - CMM-006-05370-0006 - (Continued)	
	c. Non-threat traffic (open white diamond) will appear 11 o'clock, range of 3.6 miles, flying level 1000 feet above.	
	2. At the conclusion of a successful self-test, a synthesized voice announces, "TCAS System Test OK." Should a failure be detected during self-test, the audio message says "TCAS System Test Fail."	
	3. The following should appear on the CP 66B TCAS control panel during self-test.	
	a. The FAIL annunciator will light for four seconds if the FAIL ENABLE discrete is active.	
	b. Finally, the system will return to the previously annunciated modes.	
	4. Repeat step 3 with Day/Night in "Night" position to verify dimming of annunciator (-1101 version only).	
*	**M. GPS ALLIED SIGNAL KLN-90B -** Ref: Allied Signal CMM 006-10521-0004	
*	1. ORS Level Current	
*	2. Data Base Current	
*	3. Self Test Functions: Annunciators On HSI and left side Display read: 34.5NM, 315º Deviation Bar: 1/2 scale and a FROM flag RMI reads: 130º	
*	4. Display Satellite Pages and check Signal Degration for 20 seconds with following COMM 1 & 2 (VHF) frequencies: 121.125/.150/.175/.200/.225/.250/.275 131.200/.225/.250/.275/.300/.325/.350	

AVIONICS EQUIPMENT LIST

1.	2 - VHF Transceiver/Collins 1 & 2 VHF-20	B
2.	2 - VOR/ILS/GS/MB Receiver/Collins 1 & 2 VIR-30A	C
3.	1 - Radar WXR-300	D
4.	1 - ADF Receiver/Collins ADF-60	E
5.	1 - DME Receiver/Collins DME-40	F
6.	2 - Transponder 1 & 2 TRA-67A	G + Item 41 Special/Insp.
7.	1 - Autopilot/4008519-917	Item Q. 27-Each Phase Insp.
8.	2 - Compass System 1 & 2 MC-103	H
9.	1 - Flight Director/FZ-500	I
10.	1 - Altitude Encoder/IDC 24929-414	Item 38 Special Insp.
11.	1 - ADC AZ-241	Item 38 Special Insp.
12.	1 - GPS Receiver GARMIN GNS-530	J
13.	1 - Radio Altimeter ALT-55A	Item Q. 54-Each Phase Insp.
14.	1 - FDR F-1000	Item 39 Special Insp.
15.	1 - RADBAR IDC 29711-904	Item 38 Special Insp.
16.	1 - GPWS Computer MK VII	K
17.	1 - TCAS-I CAS-66	L
18.	1 - ELT Battery	Item G.2-Each Phase Insp.
19.	1 - CVR CVR-30A	Item 40 Special Insp.
20.	1 - UAB (CVR)	Item 43 Special Insp.
21.	1 - UAB (FDR)	Item 43 Special Insp.
*22.	1 - ELT-14 CFR 91.207d	12 Month Special Insp. (See Spreadsheet)

*23. 1 - SDB-800 INTERCOM ..... B

*24. 1 - ADC 900004 ..... Item 38A Special Insp.

*25. 1 - GPS KLN-90B ..... M

FLIGHT STANDARDS DIVISION
F-90 APPROVED AIRCRAFT INSPECTION PROGRAM

Owner: _____ **W/O Number:** _____

Date In: _____ **Date Out:** _____

Serial No.: _____ **Reg. No.:** _____

Hourmeter: _____ **Total Time:** _____ **Total Cycles:** _____

PHASE 1 INSPECTION

	A. NOSE SECTION	**ATA/GAMA Reference**	**TECH**	***INSP**
	NOTE There are no inspections required in this section during this phase.			
	B. NOSE AVIONICS COMPARTMENT			
	NOTE There are no inspections required in this section during this phase.			
	C. NOSE LANDING GEAR AREA			
*	1. ELECTRICAL WIRING and EQUIPMENT - Inspect all exposed electrical wiring and equipment for chafing, damage and security of attachment.			
	D. NOSE GEAR			
	1. WHEEL			
	a. Inspect wheel for wear, damage and corrosion.	32-40-00/ CMM		
	b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	CMM		
	2. TIRE			
	a. Inspect for wear and deterioration.	12-20-00/ CMM		
	b. Check for correct inflation.	12-20-00/ CMM		

	D. NOSE GEAR - (Continued)	ATA/GAMA Reference	TECH	*INSP
	3. SHIMMY DAMPER - Inspect for leaks, security and attachment.	12-20-00/ 32-20-00		
	4. NOSE GEAR BRACE STOP LUGS - Inspect for cracks, damage or distortion.			
	5. NOSE GEAR STEERING STOP - Inspect steering stop for damage or distortion.			
	6. LANDING and TAXI LIGHTS - Inspect for broken lenses or bulbs.	33-40-00		
	7. STEERING LINKAGE - Inspect nose gear steering mechanism and attaching hardware for wear, damage and corrosion.	32-50-00		
	8. NOSE GEAR RETRACT AND EXTENSION CHAIN (Exterior only)			
	a. Inspect chain for broken links, excessive pin and link wear, misalignment, rust, corrosion and dirt.	32-30-00		
	b. Check sprocket for excessive wear and hook-shaped teeth.	32-30-00		
	c. Check chain for proper tension.	32-30-00		
	d. Check nose gear and nose gear linkage clearance from electrical wires and obstructions.	32-30-00		
	9. NOSE LANDING GEAR STRUT - Inspect strut for proper inflation and leakage. Deflate and check fluid level if signs of leakage are apparent.	12-20-00 32-20-00		
*	10. ELECTRICAL WIRING and EQUIPMENT - Inspect for chafing, damage, proper routing of wire bundles and security of attachment.			

	E. PILOT'S COMPARTMENT	ATA/GAMA Reference	TECH	*INSP
	1. WINDSHIELD			
	a. Inspect windshield for cracks and visibility impairment.	56-10-00		
	b. Inspect windshield weather seal (Silicone) for debonding, cracks or wear.	56-10-00		
	c. Inspect windshield weather hump seal (Polysulfide) for debonding, cracks or wear.	56-10-00		
	d. Inspect windshield attachment screws for 20 inch-pounds of torque.	56-10-00		
	2. WINDOWS			
	a. Inspect exterior surface of cockpit side windows for scratches, cracks, chips, excess crazing or any indication of delamination.	56-10-00		
	b. Inspect for any contact of the milled edge of the window with the airframe skin. Correct window contact by reinstalling and recentering the window in the airframe opening.	56-10-00		
	c. Inspect for any damage from paint strippers, solvents or any unapproved sealants.	56-10-00		
	3. ALTERNATE AIR VALVE - Drain off all moisture.	34-00-00		
	4. SEAT TRACKS - Inspect seat tracks for damage and wear.	25-10-00		
	5. PORTABLE FIRE EXTINGUISHER - Inspect the bottle for signs of damage and mount for security of attachment.			
*	6. SEAT BELTS and SHOULDER HARNESSES - Inspect seat belts and shoulder harnesses for deterioration or missing components.			
	7. BRAKE FLUID RESERVOIR PRESSURE EQUALIZATION ORIFICE - Clean and flush orifice of contaminants.	32-40-00		

E. PILOT'S COMPARTMENT - (Continued)	ATA/GAMA Reference	TECH	*INSP
8. FLIGHT CONTROL CABLE TENSION - Inspect and record aileron cable tension: TEMPERATURE: _____ °F Control Column Interconnection Cable Tension: _____ 1/8" Aileron Cable Tension: LEFT _____ RIGHT _____	27		
9. HEATING SYSTEM			
a. Check all ducts for damage and deterioration.	21-20-00		
b. Check bleed air ducts for damage, insulation and adequate clearance of electrical wiring and control cables. **CAUTION** Prior to installing the pilots compartment floor panels, visually inspect the entire length of the elevator control cable in this area to assure adequate clearance between the cable and electrical wiring, bleed air ducts, bleed air duct clamps and structural components to prevent chaffing and wear.	21-20-00		
10. UPHOLSTERY PANELS - Inspect for security of attachment.			
F. CABIN SECTION			
1. WINDOWS - Inspect exterior surface of windows for deep scratches, cracks, chips and excessive crazing or other damage.	56-15-00		
2. ROTATING or FLASHING BEACON - Inspect for cracked or broken lenses.	33-40-00		
3. ACCESS DOORS - Inspect for fit and attachment.	12-20-00		
4. OUTFLOW and SAFETY VALVES - Drain outflow valve control line.	12-20-00		
5. SEAT TRACKS - Inspect seat tracks for damage and wear.	25-20-00		

	F. CABIN SECTION - (Continued)	ATA/GAMA Reference	TECH	*INSP
	6. SEATS, SEAT BELTS and SHOULDER HARNESSES			
*	a. Inspect seats for proper operation and security.			
*	b. Inspect seat belts for deterioration and missing components.			
*	c. Inspect shoulder harness attachment post for cracked, worn, brittle or missing grommet.			
	7. OXYGEN SYSTEM			
*	a. Perform the OXYGEN SYSTEM MANUAL OPERATION CHECK procedure.	35-00-00		
	b. Inspect oxygen system installation for damage and security of attachment.	35-00-00		
*	8. TOILET - Inspect for spillage and leakage below the toilet.	38-30-00		
	9. CABIN ENTRANCE DOOR			
	a. Inspect the door seal for cuts, abrasions and security of attachment.	52-10-00		
	b. Inspect the cabin door support cables for wear, damage and security.	52-10-00		
	10. PORTABLE FIRE EXTINGUISHER - Inspect bottle for damage and security of attachment.	26 CMM		
	G. REAR FUSELAGE and EMPENNAGE			
	1. REAR FUSELAGE DRAINS - Clean and inspect.	53-10-00		
	2. ELT BATTERY			
	a. Inspect for leakage, corrosion or loose connections.	25-60-00		
	b. Determine remaining useful life.	25-60-00		
*	c. If battery is replaced, make log book entry and place a new expiration date legibly on the outside of the transmitter.	25-60-00 14 CFR 91.207		

G. REAR FUSELAGE and EMPENNAGE - (Continued)	ATA/GAMA Reference	TECH	*INSP
3. NAVIGATION LIGHTS and ROTATING (Flashing) BEACONS - Inspect for broken or cracked lenses.	33-40-00		
4. ACCESS DOORS - Inspect for fit and security of attachment.	12-20-00		
5. VENTRAL FIN DRAIN HOLES - Inspect the drain holes in the bottom of the ventral fin for obstructions.			
6. DEICER BOOTS - Inspect for deterioration, damage and attachment.	30-10-00		
7. RUDDER TRIM TAB DRAIN HOLES - Inspect the drain holes for obstructions.			
8. STATIC WICKS			
a. Inspect for damage and security of attachment	23-60-00		
b. Check for proper bonding to the airplane.	23-60-00		
9. RUDDER BOOST SYSTEM - Replace Filter.	27-21-00		
10. FLIGHT CONTROL CABLE TENSION - Inspect and record elevator, elevator tab, and rudder and rudder tab cable tension: TEMPERATURE: _____ °F Elevator Cable Tension: UP _____ DOWN _____ Elevator Tab Cable Tension: _____ Rudder Cable Tension: LEFT _____ RIGHT _____ Rudder Tab Cable Tension: _____	27		
H. LEFT-HAND OUTBOARD WING			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
2. WING ATTACH FITTING DRAIN HOLES - Determine that the drain holes are open in the wing center section and outboard wing upper attachment fittings.	57-00-00		

H.. LEFT-HAND OUTBOARD WING - (Continued)	ATA/GAMA Reference	TECH	*INSP
3. LIGHTS			
a. Inspect the navigation and recognition lights for broken or cracked lenses.	33-40-00		
b. Inspect the strobe light for broken or cracked lenses.	33-40-00		
4. FUEL TANKS and VENTS			
a. Inspect the exterior of the wing for leaks.	28-10-00		
b. Inspect fuel cap and anti-siphon valve for damage and attachment	30-10-00		
c. Inspect exterior openings of vents for obstructions.	28-10-00		
5. DEICER BOOTS - Inspect exterior surface for deterioration, damage and attachment.	30-10-00		
6. ACCESS DOORS (Inspection Panels) - Inspect for fit and attachment.	12-20-00		
7. STATIC WICKS			
a. Inspect for damage and security of attachment.	23-60-00		
b. Check for proper bonding to the airplane.	23-60-00		
8. AILERON and TRIM TAB - Check trim tab free play.	27-10-00		
9. FLIGHT CONTROL CABLE TENSION - Inspect and record aileron and aileron tab cable tension: TEMPERATURE: _____ °F 3/16" Aileron Cable Tension: LEFT _____ Aileron Tab Cable Tension: _____	27		

	H. LEFT-HAND OUTBOARD WING - (Continued)	ATA/GAMA Reference	TECH	*INSP
	10. LEFT-HAND OUTBOARD WING AREA - Inspect skin, structure, and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.	SIRM		
	11. LEFT-HAND OUTBOARD FLAP - Inspect skin, structure and attaching hardware for wear, damage and corrosion. If damage of corrosion is found in a given area, check the adjacent area.	27-50-00		
*	12. ELECTRICAL WIRING and EQUIPMENT - Inspect for chafing, damage, proper routing of wire bundles and security of attachment.			
	13. FLIGHT CONTROL COMPONENTS, CABLES, and PULLEYS			
	a. Inspect control system components (pushrods, turnbuckles, end fittings, castings, etc.) for bulges, splits, bends or cracks which are conditions for replacement.	27		
	b. Inspect control system cables, pulleys and associated equipment for wear, cracks, breaks, attachment, alignment, clearance and proper operation. Replace cables that have more than three broken wires in any given three-foot cable length or have evidence of corrosion.	27		
	14. FLAPS and ACTUATORS			
	a. Inspect flap 90° drive, cable and actuator for attachment.	27-50-00		
	b. Inspect flap tracks for wear.	27-50-00		
	15. FUEL PLUMBING - Inspect for leaks, chafing or damage and attachment.	28		
	16. HINGED ACCESS DOORS (Inside wing access panels 13 and 14) - Inspect for cracks or damage to hinge and fasteners.	12-20-00		

	I. LEFT-HAND WING CENTER SECTION	ATA/GAMA Reference	TECH	*INSP
	1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
	2. FUEL TANKS and VENTS			
	a. Inspect the exterior of the center section for leaks.	28-10-00		
	b. Inspect fuel cap and anti-siphon valve for damage and attachment.	CMM		
*	3. ACCESS DOORS (Inspection Panels) - Inspect for fit and attachment.	12-20-00		
	4. FUEL PUMPS - Inspect the pumps for leaks and security of attachment.	28-20-00		
	5. LEFT-HAND WING CENTER SECTION AREA - Inspect wing center section and inboard flap, skin structure and attaching hardware for wear, damage and corrosion. If damage is found in a given area, check the adjacent area.	57 SIRM		
	6. FLAPS and ACTUATORS			
	a. Inspect flap 90° drive, cable and actuator for attachment.	27-50-00		
	b. Inspect flap tracks for wear.	27-50-00		
	7. LEADING EDGE and NACELLE FUEL PLUMBING - Inspect fuel plumbing for leaks, damage and security of attachment.	28		
	8. FLIGHT CONTROL COMPONENTS, CABLES and PULLEYS			
	a. Inspect control system components (pushrods, turnbuckles, end fittings, castings, etc.) for bulges, splits, bends or cracks which are conditions for replacement.	27		

	I. LEFT-HAND WING CENTER SECTION - (Continued)	ATA/GAMA Reference	TECH	*INSP
	b. Inspect control cables, pulleys and associated equipment for wear, cracks, breaks, attachment, alignment, clearance and proper operation. Replace cables that have more than three broken wires in any given three-foot cable length or have evidence of corrosion.	27		
*	9. ELECTRICAL WIRING and EQUIPMENT - Inspect for chafing, damage and proper routing of wire bundles and security of attachment.			
	10. BLEED AIR BYPASS VALVE - Check bleed air valve at heat exchanger for operation of linkage to butterfly valve and operation of actuator motor.	21-40-00		
	J. LEFT-HAND MAIN LANDING GEAR AREA			
	1. WHEELS			
	a. Inspect wheels for wear, damage and corrosion.			
	b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	CMM		
	2. BRAKES - Inspect brake discs, linings and plumbing for wear damage, leaks, corrosion and security of all components.	32-40-00 CMM		
*	3. TIRES - Inspect tires for wear, deterioration and correct inflation.	12-20-00 CMM		
	4. LEFT-HAND MAIN LANDING GEAR STRUT - Check strut for leaks and proper extension.	12-20-00		
*	5. ELECTRICAL WIRING and EQUIPMENT - Inspect exposed wiring and equipment for chafing, damage and proper routing and security of attachment.			

J LEFT-HAND WING CENTER SECTION - (Continued)	ATA/GAMA Reference	TECH	*INSP
6. MAIN LANDING GEAR ACTUATOR			
ACTUATOR (Mechanical Gear) (LA-2 through LA-225 without Beech Kit No. 90-8011-1P/3P)			
a. Inspect actuator support brackets for visible damage, wear and loose and missing fasteners.	32-30-00		
b. Inspect brackets for cracks and loose or missing rivets.	32-30-00		
c. Inspect actuator for leakage of internal lubricant.	32-30-00		
7. DRAG BRACE			
a. Inspect for security of attach fittings.	32-10-00		
b. Inspect downlock bolts for proper torque (finger-tight and safety-wired).	CMM		
8. MAIN LANDING GEAR AREA - Inspect wheel well and gear door structure, all components and attaching hardware for wear damage and corrosion. If damage or corrosion is found, check the adjacent area.	32		
K. LEFT-HAND ENGINE			
1. PROPELLER DEICER - Inspect propeller deice system (spinner removal required).	30-60-00 CMM		
2. FUEL FILTERS and SCREENS - Inspect the firewall filter for evidence of foreign matter, corrosion or microbiological growth in the fuel system. If any microbiological growth is found, use BIOBOR JF additive.	12-10-00		
3. PROPELLERS - Inspect for damage and attachment (spinner removal required).	61-10-00		
4. ENGINE OIL FILTER - Inspect for metal particles.	P&W		

	K. LEFT-MAIN ENGINE - (Continued)	ATA/GAMA Reference	TECH	*INSP
	5. INERTIAL ENGINE ANTI-ICER			
	a. Check vane(s) for freedom of movement and correct travel. Lubrication of linkage and vane hinges may be necessary.	12-20-00 30-21-00		
	b. (LA-2 thru LA-204, Except LA-202) Check the push-pull control for damage, security of attachment, freedom of movement and full travel.	12-20-00 30-21-00		
*	6. ENGINE FIRE EXTINGUISHER			
	a. Inspect plumbing for security of attachment.	26-20-00		
	b. Check fire bottle pressure gage.	26-60-00		
	7. MAGNETIC CHIP DETECTOR			
	a. Remove and visually inspect plug for metal particles and damage.	12-10-00		
	b. Check light in annunciator panel for proper operation.	12-10-00		
	L. RIGHT-HAND OUTBOARD WING			
	1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
	2. WING ATTACH FITTING DRAIN HOLES - Determine that the drain holes are open in the wing center section and outboard wing upper attach fittings.	57-00-00		
	3. LIGHTS			
	a. Inspect the navigation and recognition lights for broken or cracked lenses.	33-40-00		
	b. Inspect the strobe light for broken or cracked lenses.	33-40-00		

L. RIGHT-HAND OUTBOARD WING - (Continued)	ATA/GAMA Reference	TECH	*INSP
4. FUEL TANKS and VENTS			
a. Inspect the exterior openings of vents for obstruction.	28-10-00		
b. Inspect fuel cap and anti-siphon valve for damage and attachment.	CMM		
c. Inspect exterior of the wings for leaks.	28-10-00		
5. DEICER BOOTS - Inspect exterior surface for deterioration, damage and attachment.	30-10-00		
6. ACCESS DOORS (Inspection Panels) - Inspect for fit and attachment.	12-20-00		
7. STATIC WICKS			
a. Inspect for damage and security of attachment.	23-60-00		
b. Check for proper bonding to the airplane.	23-60-00		
8. AILERON and TRIM TAB - Check trim tab free play.	27-10-00		
9. FLIGHT CONTROL CABLE TENSION - Inspect and record aileron and aileron tab cable tension: TEMPERATURE: _____ °F 3/16" Aileron Cable Tension: RIGHT _____ Aileron Tab Cable Tension: _____	27		
10. RIGHT-HAND OUTBOARD WING AREA - Inspect skin, structure and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.	SIRM		
11. RIGHT-HAND OUTBOARD FLAP - Inspect skin, structure and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.	27-50-00		

	L. RIGHT-HAND OUTBOARD WING - (Continued)	ATA/GAMA Reference	TECH	*INSP
*	12. ELECTRICAL WIRING and EQUIPMENT - Inspect for chafing, damage, proper routing of wire bundles and security of attachment.			
	13. FLIGHT CONTROL COMPONENTS, CABLES and PULLEYS			
	a. Inspect control system components (pushrods, turnbuckles, end fittings, castings, etc.) for bulges, splits, bends or cracks which are conditions for replacements.	27		
	b. Inspect control system cables, pulleys and associated equipment for wear, cracks, breaks, attachment, alignment, clearance and proper operation. Replace cables that have more than three broken wires in any given three-foot cable length or have evidence of corrosion.	27		
	14. FLAPS and ACTUATORS			
	a. Inspect flap 90° drive, cable and actuator for attachment.	27-50-00		
	b. Inspect flap tracks for wear.	27-50-00		
	15. FUEL PLUMBING - Inspect for leaks, chafing or damage and attachment.	28		
	16. HINGED ACCESS DOORS (Inside wing access panels 13 and 14) - Inspect for cracks or damage to hinge and fasteners.	12-20-00		
	M. RIGHT-HAND WING CENTER SECTION			
	1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
	2. FUEL TANKS and VENTS			
	a. Inspect the exterior of the center section for leaks.	28-10-00		
	b. Inspect fuel cap and anti-siphon valve for damage and attachment.	CMM		

M. RIGHT-HAND WING CENTER SECTION - (Continued)	ATA/GAMA Reference	TECH	*INSP
3. ACCESS DOORS (Inspection Panels) - Inspect for fit and attachment.	12-20-00		
4. BATTERY			
a. Service battery as required.	12-20-00		
b. Remove battery and inspect the battery box, cables and vent tubes for deterioration or obstructions.	24-31-00		
5. FUEL PUMPS - Inspect the pumps for leaks and security of attachment.	28-20-00		
6. RIGHT-HAND WING CENTER SECTION AREA - Inspect wing center section and inboard flap, skin, structure and attaching hardware for wear, damage and corrosion. If damage is found in a given area, check the adjacent area.	57 SIRM		
7. FLAPS and ACTUATORS			
a. Inspect flap 90° drive, cable and actuator for attachment.	27-50-00		
b. Inspect flap tracks for wear.	27-50-00		
8. LEADING EDGE and NACELLE FUEL PLUMBING - Inspect fuel plumbing for leaks, damage and security of attachment.	28		
9. FLIGHT CONTROL COMPONENTS, CABLES and PULLEYS			
a. Inspect control system components (pushrods, turnbuckles, end fittings, castings, etc.) for bulges, splits, bends or cracks which are conditions for replacement.	27		
b. Inspect control cables, pulleys and associated equipment for wear, cracks, breaks, attachment, alignment, clearance and proper operation. Replace cables that have more than three broken wires in any given three-foot cable length or have evidence of corrosion.	27		

	M. RIGHT-HAND WING CENTER SECTION - (Continued)	ATA/GAMA Reference	TECH	*INSP
*	10. ELECTRICAL WIRING and EQUIPMENT - Inspect for chafing, damage and proper routing of wire bundles and security of attachment.			
	11. BLEED AIR BYPASS VALVE - Check bleed air valve at heat exchanger for operation of linkage to butterfly valve and operation of actuator motor.	21-40-00		
	N. RIGHT-HAND MAIN LANDING GEAR AREA			
	1. WHEELS			
	a. Inspect wheels for wear, damage and corrosion.			
	b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	CMM		
	2. BRAKES - Inspect brake discs, linings and plumbing for wear, damage, leaks, corrosion and security of all components.	32-40-00 CMM		
	3. TIRES - Inspect tires for wear, deterioration and correct inflation.	12-20-00 CMM		
	4. RIGHT-HAND MAIN LANDING GEAR STRUT - Check strut for leaks and proper extension.	12-20-00		
*	5. ELECTRICAL WIRING and EQUIPMENT - Inspect exposed wiring and equipment for chafing, damage and proper routing and security of attachment.			
	6. MAIN LANDING GEAR ACTUATOR			
	a. ACTUATOR (Mechanical Gear) (LA-2 thru LA-225 without Beech Kit No. 90-8011-1P/3P)			
	1. Inspect actuator support brackets for visible damage, wear and loose and missing fasteners.	32-30-00		

N. RIGHT-HAND MAIN LANDING GEAR AREA - (Continued)	ATA/GAMA Reference	TECH	*INSP
2. Inspect brackets for cracks and loose or missing rivets.	32-30-00		
3. Inspect actuator for leakage of internal lubricant.	32-30-00		
7. DRAG BRACE			
a. Inspect for security of attach fittings.	32-10-00		
b. Inspect downlock bolts for proper torque (finger-tight and safety-wired).	CMM		
8. MAIN LANDING GEAR AREA - Inspect wheel well and gear door structure, all components and attaching hardware for wear, damage and corrosion. If damage or corrosion is found, check the adjacent area.	32		
O. RIGHT-HAND ENGINE			
1. PROPELLER DEICER - Inspect propeller deice system (spinner removal required).	30-60-00 CMM		
2. FUEL FILTERS and SCREENS - Inspect the firewall filter for evidence of foreign matter, corrosion or microbiological growth in the fuel system. If any microbiological growth is found, use BIOBOR JF additive.	12-10-00		
3. PROPELLERS - Inspect for damage and attachment (spinner removal required).	61-10-00		
4. ENGINE OIL FILTER - Inspect for metal particles.	P&W		
5. INERTIAL ENGINE ANTI-ICER			
a. Check vane(s) for freedom of movement and correct travel. Lubrication of linkage and vane hinges may be necessary.	12-20-00 30-21-00		
b. (LA-2 thru LA-204, Except LA-202) Check the push-pull for damage security of attachment, freedom of movement and full travel.	12-20-00 30-21-00		

	O. RIGHT-HAND ENGINE - (Continued)	ATA/GAMA Reference	TECH	*INSP
*	6. ENGINE FIRE EXTINGUISHER			
	a. Inspect plumbing for security of attachment.	26-20-00		
	b. Check fire bottle pressure gage.	26-20-00		
	7. MAGNETIC CHIP DETECTOR			
	a. Remove and visually inspect plug for metal particles and damage.	12-10-00		
	b. Check light in annunciator panel for proper operation.	12-10-00		
	P. LANDING GEAR RETRACTION			
	NOTE **(Mechanical)** Since battery voltage is not sufficient to properly cycle the landing gear, use only an external power source capable of delivering and maintaining 28.25 ±.25 volts throughout the extension and retraction cycles when performing the landing gear retraction inspection.			
	1. RETRACT MECHANISM - Check retraction system for proper operation of all components through at least two complete cycles.	32		
	2. DOORS and LINKAGE			
	a. Check door for damage, operation and fit.	32		
	b. Check door linkage for wear, damage and rigging.	32		
	3. DOWNLOCK INDICATOR SWITCHES			
	a. Check for security and proper operation of switches.	32-60-00		
	b. Check wiring for damage and security of connection.	32-60-00		

P. LANDING GEAR RETRACTION - (Continued)	ATA/GAMA Reference	TECH	*INSP
4. UPLOCK INDICATOR SWITCHES			
a. Check for security and proper operation of switches.	32-60-00		
b. Check wiring for damage and security of connection.	32-60-00		
5. WARNING HORN - Check for proper operation.	32-60-00		
6. MAIN GEAR DOWNLOCKS - Check locking mechanism for positive engagement in extended position.	32		
7. SAFETY SWITCH - Check for security and proper operation.	32.60-00		
8. ACTUATORS - Check for noise, binding, and proper rigging.	32-30-00 32-31-00		
9. EMERGENCY EXTENSION - Check system for freedom of operation and positive engagement of downlocks.	32-30-00 32-31-00		
10. PLACARDS - Check that all placards are in place and are legible.	11-20-00/ POH		
11. LANDING GEAR MOTOR CONTROLLER (Mechanical Gear) (LA-2 thru LA-225). Inspect controller for pitted or damaged contracts. Repair as necessary.	CMM		
Q. OPERATIONAL INSPECTION			
NOTE The following Operational Inspection procedures are to be applied during start and run of the engine. Refer to the Beech King Air Model F90 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual for the engine start and run procedures.			
1. STARTER-GENERATOR			
a. Check starter for proper operation.			
b. Check generator for proper output.			

	Q. OPERATIONAL INSPECTION - (Continued)	ATA/GAMA Reference	TECH	*INSP
	2. IGNITION			
	a. Check for proper operation.			
	b. Check for annunciator panel light illumination.			
*	3. ENGINE OIL - Check for proper pressure and temperature limits.	POH 2-5		
*	4. INTERSTAGE TURBINE TEMPERATURE - Check for correct limits on engine start.	POH 4-7		
*	5. VACUUM SYSTEM - Check for correct limits.	MM 37-00-00		
*	6. PNEUMATIC PRESSURE GAGE - Check for correct pressure.	MM 36-00-00		
	7. GYRO INSTRUMENTS - Check for erratic or noisy operation.			
	8. PROPELLERS - Perform flight idle torque check.	76-10-00		
*	9. AUTOFEATHERING CHECK - Refer to AUTOFEATHER OPERATIONAL CHECK	61-21-00 POH 4-9		
	10. PROPELLER SYNCHROPHASER			
	a. Type I refer to FUNCTIONAL TEST and confirm proper synchronization. (LA-2 thru LA-153)	61-22-00		
*	11. PROPELLER GOVERNOR - Check governor operation (including feathering and reversing).	MM 61-20-00 76-10-00		
*	12. IDLE RPM - Check for correct rpm (both high and low rpm)	MM 76-10-00		
*	13. RUDDER BOOST - Check for proper operation.	POH 4-9		
*	14. AUTOIGNITION			
*	a. Check for proper operation.	POH 4-19		
	b. Check for annunciator panel illumination.			

	Q. OPERATIONAL INSPECTION - (Continued)	ATA/GAMA Reference	TECH	*INSP
*	15. PROPELLER DEICER - Check for proper operation and cycling. Refer to Chapter 30 of the Beech King Air Series Component Maintenance Manual.	CMM POH 3-12		
*	16. SURFACE DEICE SYSTEM - Check for proper operation and cycling.	POH 4-19		
	17. ELECTRICAL SYSTEM - Perform functional checks.	24-30-00		
	18. ENVIRONMENTAL SYSTEM - Check for proper operation in:			
	a. Manual heat mode.			
	b. Manual cool mode.			
	c. Automatic mode.			
	19. PRESSURIZATION SYSTEM - Check for proper operation. **NOTE** Refer to the Beech King Air Model F90 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual and perform system test.			
	20. CONDITION LEVER - Check for clean shutdown at IDLE-CUT-OFF.			
	NOTE The following OPERATIONAL CHECKS are to be made with the engine shut down.			
*	21. FIREWALL SHUTOFF VALVES - Check for proper operation.	POH 4-5		
*	22. CROSSFEED VALVE - Check for proper operation.	POH 4-5		
*	23. BOOST PUMPS - Check for proper operation.	POH 4-5		
	24. FUEL QUANTITY GAGES - Check for proper operation.			

	Q. OPERATIONAL INSPECTION - (Continued)	ATA/GAMA Reference	TECH	*INSP
*	25. AC INVERTERS - Check for proper operation.	POH 4-8		
*	26. SURFACE DEICE SYSTEM - Check for proper operation and cycling.	POH 4-19		
	27. AUTOPILOT - Check for proper operation as outlined in the applicable Beech King Air Model F90 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual Supplement.			
	28. STALL WARNING - Check for proper operation.			
*	29. ENGINE FIRE DETECTORS - Perform system test according to instructions found in the Beech King Air Model F90 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.			
*	30. ENGINE FIRE EXTINGUISHERS - Perform system test according to instructions found in the Beech King Air Model F90 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.			
	31. PITOT TUBE - Check for proper heating at the unit and for obstructions.			
	32. LANDING and TAXI LIGHTS - Check for proper operation.			
	33. OUTBOARD WING LIGHTS (Right and Left) - Check proper operation of all navigation and strobe lights.			
	34. COCKPIT LIGHTS - Check for proper operation.			
*	35. ELECTRIC ELEVATOR TRIM - Check for proper operation.	POH 4-9		
	36. ENGINE and PROPELLER CONTROLS - Check for freedom of movement, full travel and friction-lock operation.			
	37. STATIC SYSTEM - Inspect alternate air valve for operation.			

Q. OPERATIONAL INSPECTION - (Continued)	ATA/GAMA Reference	TECH	*INSP
38. WINDSHIELD, HEATED - Perform functional check.			
39. THRESHOLD LIGHT - Check for proper operation.			
40. CABIN and COMPARTMENT LIGHTS - Check for proper operation.			
41. PILOT'S and COPILOT'S SEATS, SEAT BELTS - Check seat adjustment and mechanism and shoulder harness inertia reel for operation.			
42. CABIN SEATS and SEAT BELTS - Check seat adjustment mechanism and shoulder harness inertia reel for operation.			
43. CABIN ENTRANCE DOOR			
a. Check that folding steps do not fold too soon and that they fold properly without interference.			
b. Check cabin door unlock annunciator for proper operation.			
c. Inspect cabin door damper for leakage and proper operation.			
44. EMERGENCY EXIT			
a. Check emergency release handles and latch mechanism for proper operation.			
b. Check that latches open and close freely.			
45. EMPENNAGE CONTROL SURFACES			
a. Check for freedom of movement.			
b. Check optional trim actuators and motors for smoothness of operation.			

	Q. OPERATIONAL INSPECTION - (Continued)	ATA/GAMA Reference	TECH	*INSP
	46. REAR FUSELAGE and EMPENNAGE LIGHTS - Check for proper operation.			
	47. AILERON (LH and RH) - Check for freedom of movement.			
	48. AILERON TRIM TAB - Check trim tab actuator for smoothness of operation and attachment.			
	49. FUEL TANK HEATED VENTS (LH and RH) - Check the operation of the heated vents. They should be warm to the touch.			
	50. STALL WARNING HEAT - Check for proper operation.			
	51. FLAPS and ACTUATORS (Inboard, Outboard, LH and RH) - Check flaps for noisy or erratic operation.			
	52. WING ICING LIGHTS - Check for proper operation.			
	53. EXTERNAL POWER RELAY - Check for proper operation.			
	54. RADIO ALTIMETER - Check that self-test performs properly.			
	R. POST INSPECTION ITEMS			
	1. AIRPLANE CLEANED and SERVICED AS REQUIRED.	12-20-00		
	2. LUBRICATE as NECESSARY.	12-20-00		
	3. ENGINES INSPECTED after GROUND RUN-UP or FLIGHT TEST - Check for oil leaks, security and attachment of all components.			
*	4. AIRWORTHINESS DIRECTIVES AND SERVICE BULLETINS - Must be reviewed and complied with as required.			

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	R. POST INSPECTION ITEMS - (Continued)	ATA/GAMA Reference	TECH	*INSP
	5. ADDITIONAL INSPECTION REQUIREMENTS			
*	a. Chapters 4, 5 and Special Inspection Requirements that are listed on the applicable aircraft spreadsheet are complied with at the appropriate intervals.	AAIP Spreadsheet		
*	b. Perform Continuous Corrosion Control Inspection - Phases 2 and 4.	AAIP Chap. 5.5		
	6. IN-FLIGHT WORKSHEET - All discrepancies noted by the pilot must be checked and corrected as required.			
*	7. EMERGENCY LOCATOR TRANSMITTER - Check for proper operation and ensure ELT is ARMED before returning airplane to service.	25-60-00 14 CFR 91.207		
	8. OXYGEN SYSTEM PRESSURE - Check for proper pressure.	12-10-00		
	9. EMERGENCY and SURVIVAL EQUIPMENT - (If Installed) Ensure all necessary emergency and survival equipment are installed in the airplane and serviceable.			
	10. PLACARDS - Determine that all required placards are in place and legible.	11-20-00 and POH		
	11. LOGBOOK ENTRY - Ensure that log books are filled out properly.			

*I certify that a Phase 1 Inspection was performed in accordance with the AFS-AAIP and the airplane is approved for return to service:

DATE:_____

TECHNICIAN:_____

QUALITY CONTROL INSPECTOR:_____

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F-90 APPROVED AIRCRAFT INSPECTION PROGRAM

Owner: _____ **W/O Number:** _____

Date In: _____ **Date Out:** _____

Serial No.: _____ **Reg. No.:** _____

Hourmeter: _____ **Total Time:** _____ **Total Cycles:** _____

PHASE 2 INSPECTION

A. NOSE SECTION	**ATA/GAMA Reference**	**TECH**	***INSP**
NOTE: Perform Continuous Corrosion Control Inspection, IAW Chapter 5.5, Item L, for Nose Section Area.			
1. AIR-CONDITIONING COMPRESSOR			
a. Inspect for security of attachment and oil leaks.	21-50-00		
b. Inspect drive belt for deterioration, wear and proper tension.	21-50-00		
c. Check for proper compressor oil level.	12-10-00		
B. NOSE AVIONICS COMPARTMENT			
NOTE: Perform Continuous Corrosion Control Inspection, IAW Chapter 5.5, Item M, for Nose Avionics Compartment.			
1. VACUUM REGULATOR VALVE FILTER - Inspect for blockage.	12-20-00		
2. INSTRUMENT AIR FILTER - Inspect for cleanliness	12-20-00		

	B. NOSE AVIONICS COMPARTMENT - (Continued)	ATA/GAMA Reference	TECH	*INSP
	3. AVIONICS EQUIPMENT and RACKS - Inspect for security of attachment.			
	C. NOSE LANDING GEAR AREA			
*	1. ELECTRICAL WIRING and EQUIPMENT - Inspect all exposed electrical wiring and equipment for chafing, damage and security of attachment.			
	2. FORWARD EVAPORATOR FILTER - Inspect for cleanliness.	12-10-00		
	3. REFRIGERANT LINES, SERVICE VALVES and HIGH-PRESSURE RELIEF VALVES - Inspect lines and valves for leakage, damage, attachment and surface corrosion.	21-50-00		
	D. NOSE GEAR			
	NOTE: Perform Continuous Corrosion Control Inspection, IAW Chapter 5.5, Item K, for Nose Landing Gear Area.			
	1. WHEEL			
	a. Inspect wheel for wear, damage and corrosion.	32-40-00 CMM		
	b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	32-40-00 CMM		
	2. TIRE			
	a. Inspect for wear and deterioration.	12-20-00 CMM		
	b. Check for correct inflation.	12-20-00 CMM		
	3. SHIMMY DAMPER - Inspect for leaks, security and attachment.	12-20-00 32-20-00		
	4. NOSE GEAR BRACE STOP LUGS - Inspect for cracks, damage or distortion.			

D. NOSE GEAR - (Continued)	**ATA/GAMA Reference**	**TECH**	***INSP**
5. NOSE GEAR STEERING STOP - Inspect steering stop for damage or distortion.			
6. LANDING and TAXI LIGHTS - Inspect the lights for broken lenses or bulbs.	33-40-00		
7. NOSE GEAR LOWER DRAG LEG - Remove nose gear drag brace bolt and inspect lower drag leg hole for corrosion and wear.	CMM		
8. NOSE GEAR ACTUATOR			
ACTUATOR (Mechanical Gear)(LA-2 thru LA-225 without Beech Kit No. 90-8011-1P/3P)			
a. Inspect actuator support brackets for visible damage, wear and loose and missing fasteners.	32-30-00		
b. Inspect brackets for cracks and loose or missing rivets.	32-30-00		
c. Inspect actuator for leakage of internal lubricant.	32-30-00		
9. NOSE GEAR RETRACT AND EXTENSION CHAIN (Exterior only)			
a. Inspect chain for broken links, excessive pin and link wear, misalignment, rust, corrosion and dirt.	32-30-00		
b. Check sprocket for excessive wear and hook-shaped teeth.	32-30-00		
c. Check chain for proper tension.	32-30-00		
d. Check nose gear and nose gear linkage clearance from electrical wires and obstructions.	32-30-00		

E. PILOT'S COMPARTMENT	ATA/GAMA Reference	TECH	*INSP
NOTE: Perform Continuous Corrosion Control Inspection, IAW Chapter 5.5, Item H, for Pilot's Compartment.			
1. WINDSHIELD			
a. Inspect windshield for cracks and visibility impairment.	56-10-00		
b. Inspect windshield weather seal (Silicone) for debonding, cracks or wear.	56-10-00		
c. Inspect windshield weather hump seal (Polysulfide) for debonding cracks or wear.	56-10-00		
2. WINDOWS			
a. Inspect exterior surface of cockpit side windows for scratches, cracks, chips, excess crazing or other damage.	56-10-00		
b. Inspect for any contact of the milled edge of the window with the airframe skin. Correct window contact by reinstalling and recentering the window in the airframe opening.	56-10-00		
c. Inspect for any damage from paint strippers, solvents or any unapproved sealants.	56-10-00		
3. ALTERNATE AIR VALVE - Drain off all moisture.	34-00-00		
4. SEAT TRACKS - Inspect seat tracks for damage and wear.	25-10-00		
5. VENTILATION BLOWER - Inspect for dirt, grease, moisture and security of attachment.			

E. PILOT'S COMPARTMENT - (Continued)	**ATA/GAMA Reference**	**TECH**	***INSP**
6. HEATING SYSTEM			
a. Check all ducts for damage and deterioration.	21-20-00		
b. Check bleed air ducts for damage, insulation and adequate clearance of electrical wiring and control cables. **CAUTION** Prior to installing the pilots compartment floor panels, visually inspect the entire length of the elevator control cable in this area to assure adequate clearance between the cable and electrical wiring bleed air ducts, bleed air duct clamps and structural components to prevent chaffing and wear.	21-20-00		
F. CABIN SECTION			
NOTE: Perform Continuous Corrosion Control Inspection, IAW Chapter 5.5, Item C, for Main Fuselage and Item I, Cabin Compartment.			
1. WINDOWS - Inspect exterior surfaces of windows for deep scratches, cracks, chips, excessive crazing or other damage.	56-15-00		
2. ROTATING or FLASHING BEACON - Inspect for cracked or broken lenses.	33-40-00		
3. ACCESS DOORS - Inspect for fit and attachment.	12-20-00		
4. OUTFLOW and SAFETY VALVES - Drain outflow valve control line.	21-30-00		
5. SEAT TRACKS - Inspect seat tracks for damage and wear.	25-20-00		
6. PRESSURIZATION DUCTS - Inspect for security of attachment.	21-20-00		
7. UPHOLSTERY PANELS - Inspect for security of attachment.			

	G. REAR FUSELAGE and EMPENNAGE	ATA/GAMA Reference	TECH	*INSP
	NOTE: Perform Continuous Corrosion Control Inspection, IAW Chapter 5.5, Item D, Empennage.			
	1. REAR FUSELAGE DRAINS - Clean and inspect.	53-10-00		
	2. ELT BATTERY			
	a. Inspect for leakage, corrosion or loose connections.	25-60-00		
	b. Determine remaining useful life.	25-60-00		
*	c. If battery is replaced, make logbook entry and place a new expiration date legibly on the outside of the transmitter.	25-60-00 14 CFR 91.207		
	3. NAVIGATION LIGHTS and ROTATING (Flashing) BEACONS - Inspect for broken or cracked lenses.	33-40-00		
	4. ACCESS DOORS - Inspect for fit and security of attachment.	12-20-00		
	5. VENTRAL FIN DRAIN HOLES - Inspect the drain holes in the bottom of the ventral fin for obstruction.			
	6. DEICER BOOTS - Inspect for deterioration, damage and attachment.	30-10-00		
	7. RUDDER TRIM TAB DRAIN HOLES - Inspect the drain holes for obstruction.			
	8. STATIC WICKS			
	a. Inspect for damage and security of attachment.	23-60-00		
	b. Inspect for proper bonding to the airplane.	23-60-00		
	9. EMPENNAGE and CONTROL SURFACES			
	a. Check elevator trim tab free play.	27-30-00		
	b. Check rudder trim tab free play.	27-20-00		
	c. Inspect elevator and rudder hinge brackets and their spar attach areas.			

G. REAR FUSELAGE and EMPENNAGE - (Continued)	ATA/GAMA Reference	TECH	*INSP
10. OXYGEN SYSTEM - Inspect plumbing for security of attachment.	35-00-00		
H. LEFT-HAND OUTBOARD WING			
NOTE: Perform Continuous Corrosion Control Inspection, IAW Chapter 5.5, Item A (LH), Wings.			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
2. WING ATTACH FITTING DRAIN HOLES - Determine that the drain holes are open in the wing center section and outboard wing upper attachment fittings.	57-00-00		
3. LIGHTS			
a. Inspect the navigation and recognition lights for broken or cracked lenses.	33-40-00		
b. Inspect the strobe light for broken or cracked lenses.	33-40-00		
4. FUEL TANKS and VENTS			
a. Inspect exterior openings of vents for obstructions.	28-10-00		
b. Inspect fuel cap and antisiphon valve for damage and attachment.	CMM		
c. Inspect the exterior of the wing for leaks.	28-10-00		
5. DEICER BOOTS - Inspect exterior surface for deterioration, damage and attachment.	30-10-00		
6. ACCESS DOORS (Inspection Panels) - Inspect for fit and attachment.	12-20-00		

H. LEFT-HAND OUTBOARD WING - (Continued)	**ATA/GAMA Reference**	**TECH**	***INSP**
7. STATIC WICKS			
a. Inspect for damage and security of attachment.	23-60-00		
b. Inspect for proper bonding to the airplane.	23-60-00		
I. LEFT-HAND WING CENTER SECTION			
NOTE: Perform Continuous Corrosion Control Inspection, IAW Chapter 5.5, Item B (LH), Wing Center Section.			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
2. FUEL TANKS and VENTS			
a. Inspect the exterior of the center section for leaks.	28-10-00		
b. Inspect fuel cap and antisiphon valve for damage and attachment.	CMM		
3. ACCESS DOORS (Inspection Panels) - Inspect for fit and attachment.	12-20-00		
J. LEFT-HAND MAIN LANDING GEAR AREA			
NOTE: Perform Continuous Corrosion Control Inspection, IAW Chapter 5.5, Item J (LH), Main Landing Gear Area.			
1. WHEELS			
a. Inspect wheels for wear, damage and corrosion.			
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications or damage.	CMM		
2. BRAKES - Inspect brake discs, linings and plumbing for wear, damage, leaks, corrosion and security of all components.	32-40-00 CMM		

	J. LEFT-HAND MAIN LANDING GEAR AREA - (Continued)	ATA/GAMA Reference	TECH	*INSP
	3. TIRES - Inspect tires for wear, deterioration and correct inflation.	12-20-00 CMM		
	4. LEFT-HAND MAIN LANDING GEAR STRUT - Check strut for leaks and proper extension.	12-20-00		
*	5. ELECTRICAL WIRING and EQUIPMENT - Inspect exposed wiring and equipment for chafing, damage, proper routing and security of attachment			
	6. MAIN LANDING GEAR ACTUATOR			
	ACTUATOR (Mechanical Gear)(LA-2 thru LA-225 without Beech Kit No. 90-8011-1P/3P)			
	a. Inspect actuator support brackets for visible damage, wear and loose and missing fasteners.	32-30-00		
	b. Inspect brackets for cracks and loose or missing rivets.	32-30-00		
	c. Inspect actuator for leakage of internal lubricant.	32-30-00		
	K. LEFT-HAND ENGINE			
	NOTE: Perform Continuous Corrosion Control Inspection, IAW Chapter 5.5, Item E (LH), Cowling and Truss, Item F (LH), Power Plant and Item G (LH), Propellers.			
	1. PROPELLER DEICER - Inspect propeller deice system (spinner removal required.)	30-60-00 CMM		
	2. FUEL FILTERS and SCREENS - Inspect the firewall filter for evidence of foreign matter, corrosion, or microbiological growth in the fuel system. If any microbiological growth is found, use BIOBOR JF additive.	12-10-00		

	K. LEFT-HAND ENGINE - (Continued)	ATA/GAMA Reference	TECH	*INSP
	3. PROPELLERS			
	a. Inspect for damage and attachment (spinner removal required).	61-10-00		
	b. Inspect the carbon block pin for freedom of movement.	61-10-00 76-10-00		
	c. Check for no metal-to-metal contact between the brass ring and the reversing lever.	61-10-00 76-10-00		
	d. Inspect the reversing linkage for correct adjustment, evidence of binding and security of attachment.	61-10-00 76-10-00		
	e. Inspect mechanical feedback ring, stop rods and springs for damage.	61-10-00 76-10-00		
	4. ENGINE OIL FILTER - Inspect for metal particles.	P&W		
	5. INERTIAL ENGINE ANTI-ICER			
	a. Check vane(s) for freedom of movement and correct travel. Lubrication of linkage and vane hinges may be necessary.	12-20-00 30-21-00		
	b. (LA-2 thru LA-204, Except LA-202) Check the push-pull control for damage, security of attachment, freedom of movement and full travel.	12-20-00 30-21-00		
*	6. ENGINE FIRE EXTINGUISHER			
	a. Inspect plumbing for security of attachment.	26-20-00		
	b. Check fire bottle pressure gage.	26-20-00		
*	c. Check for presence of activation voltage to the cartridge/squib. Perform the EXTINGUISHER ACTIVATION CHECK procedure.	26-20-00		

K. LEFT-HAND ENGINE - (Continued)	**ATA/GAMA Reference**	**TECH**	***INSP**
7. MAGNETIC CHIP DETECTOR			
a. Remove and visually inspect plug for metal particles and damage.	12-10-00		
b. Check light in annunciator panel for proper operation.	12-10-00		
8. COWLING - Remove entire cowling and inspect skin, structure and attaching hardware for wear, damage and corrosion.	71-10-00		
9. OIL COOLER			
a. Inspect oil cooler and plumbing for leakage, damage and security of attachment.	79-00-00		
b. Inspect drain plug for leakage, security and safety wire.	79-00-00		
10. AFT COWLING ACCESS DOOR LATCHES - Check adjustment of latches.	71-10-00		
11. FIRESEALS - Inspect for condition.	71-30-00		
12. ENGINE EXHAUST SYSTEM			
a. Inspect attaching hardware for wear, damage and corrosion.			
b. Inspect the exhaust system and visible portions of the power turbine for burning, distortion, damage and cracks.	P&W		

	K. LEFT-HAND ENGINE - (Continued)	ATA/GAMA Reference	TECH	*INSP
	13. ENGINE and PROPELLER CONTROLS			
	a. Check controls and associated equipment for binding, stiff operation, full travel and friction lock.			
	b. Inspect controls, bolts, nuts, cotter pins and safeties for corrosion, damage and attachment. **NOTE:** Special attention should be made to the cambox.			
	c. Inspect control cables for damage such as crimps, cuts, abrasions or tight bends. If exterior covering is ruptured, perform leak test.	12-20-00		
	14. CONTROL CABLE BOOTS - Inspect the control cable boots for excessive compression, twist, wear or aging which could cause binding.			
	15. STARTER-GENERATOR			
	a. Inspect one set of brushes for indications of excessive wear or damage (determine wear by observing diagonal groove on brush).	24-30-00		
	b. (PT6A-135 Engines only) Remove the generator and lubricate the drive spline. (LA-2 thru LA-204 except LA-202)	24-30-00		
	16. ENGINE - Inspect engine in accordance with the instructions found in the engine manufacturer's manual. **NOTE** * See "SPECIAL INSPECTIONS" for "Fuel Nozzle Insp - A/F - 600 Hrs." (Tracked on applicable AAIP Spreadsheet).	P&W		

K. LEFT-HAND ENGINE - (Continued)	**ATA/GAMA Reference**	**TECH**	***INSP**
17. IGNITION EXCITER			
a. Inspect exciter and electrical harness for damage and security of attachment.	74-00-00		
b. Inspect that supply cable and ignition cable connections are installed and safety wired.	74-00-00		
18. SPARK IGNITER PLUGS - Inspect the igniter plugs as described in the engine maintenance manual.	P&W		
19. ENGINE DRAINS			
FUEL PURGE (LA-57 and After)			
a. Remove fuel purge system air tank and inspect. Clean as required.	71-70-00		
b. Remove fuel purge tank filter and inspect for corrosion. Clean as required.	71-70-00		
c. Remove the fuel purge system check valves. Inspect, pressure flush and perform internal leakage test. Replace as required	71-70-00		
d. Perform the fuel purge system flow divider/purge valve leakage test.	71-70-00		
20. ENVIRONMENTAL BLEED AIR FLOW CONTROL UNIT - Inspect valve and associated equipment, electrical wiring and ducts for damage, security of connections and attachment.	21-10-00		
21. INDUCTION SYSTEM and COMPRESSOR INLET - Inspect the air inlet screen and air inlet duct for obstruction and damage. Remove the engine inlet screen and inspect the compressor inlet area, struts, first stage blades and vanes for dirt deposits, corrosion, erosion, cracks and damage by foreign objects.	P&W		

	K. LEFT-HAND ENGINE - (Continued)	ATA/GAMA Reference	TECH	*INSP
*	22. ENGINE DRIVEN FUEL PUMP COUPLING SHAFT - Inspect for fretting and/or corrosion when replacing outlet filter (See next item).	P&W		
	23. HIGH PRESSURE FUEL PUMP FILTERS - Inspect the engine-driven high pressure fuel pump filters.	P&W		
	24. ENGINE TRUSS MOUNT ASSEMBLY			
	a. Inspect for cracks, dents, chafing and corrosion. Special attention should be made to areas around clamps.	71-20-00		
	b. Inspect vibration isolators (mounts) for deterioration, damage and attachment.	71-20-00		
	25. ENGINE FIRE DETECTION SYSTEM - Check all fire detectors for sensitivity and continuity.	26-10-00		
*	26. AUTOFEATHER and AUTOIGNITION PRESSURE SWITCHES - Inspect security of attachment, leakage and electrical connection for security.	61-21-00 74-00-00		
	27. PRIMARY PROPELLER GOVERNOR - Inspect for security of attachment, leakage and security of electrical connectors and wiring.	61-20-00		
	28. OVERSPEED GOVERNOR - Inspect for security of attachment, leakage and security of electrical connectors and wiring.	61-20-00		
	29. PROPELLER SYNCHROPHASER - TYPE I			
	TYPE I (LA-2 thru LA-153)			
	a. Inspect for proper gap between pickups and targets.	61-22-00		
	b. Inspect drive unit for damage, security of attachment, electrical connections, wear and proper rigging.	CMM		
	c. Check rod end bearing for damage and lubrication.	CMM		

L. RIGHT-HAND OUTBOARD WING	ATA/GAMA Reference	TECH	*INSP
NOTE: Perform Continuous Corrosion Control Inspection, IAW Chapter 5.5, Item A (RH), Wings.			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
2. WING ATTACH FITTING DRAIN HOLES - Determine that the drain holes are open in the wing center section and outboard wing upper attachment fittings.	57-00-00		
3. LIGHTS			
a. Inspect the navigation and recognition lights for broken or cracked lenses.	33-40-00		
b. Inspect the strobe light for broken or cracked lenses.	33-40-00		
4. FUEL TANKS and VENTS			
a. Inspect exterior openings of vents for obstructions,.	28-10-00		
b. Inspect fuel cap and antisiphon valve for damage and attachment.	CMM		
c. Inspect the exterior of the wing for leaks.	28-10-00		
5. DEICER BOOTS - Inspect exterior surface for deterioration, damage and attachment.	30-10-00		
6. ACCESS DOORS (Inspection Panels) - Inspect for fit and attachment.	12-20-00		
7. STATIC WICKS			
a. Inspect for damage and security of attachment.	23-60-00		
b. Inspect for proper bonding to the airplane.	23-60-00		

M. RIGHT-HAND WING CENTER SECTION	ATA/GAMA Reference	TECH	*INSP
NOTE: Perform Continuous Corrosion Control Inspection, IAW Chapter 5.5, Item B (RH), Wing Center Section.			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
2. FUEL TANKS and VENTS			
a. Inspect the exterior of the center section for leaks.	28-10-00		
b. Inspect fuel cap and antisiphon valve for damage and attachment.	CMM		
3. ACCESS DOORS (Inspection Panels) - Inspect for fit and attachment.	12-20-00		
4. BATTERY			
a. Service battery is required.	12-20-00		
b. Remove battery and inspect the battery box, cables and vent tubes for deterioration or obstructions.	24-31-00		
N. RIGHT-HAND MAIN LANDING GEAR AREA			
NOTE: Perform Continuous Corrosion Control Inspection, IAW Chapter 5.5, Item J (RH), Main Landing Gear Area.			
1. WHEELS			
a. Inspect wheels for wear, damage and corrosion.			
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	CMM		

	N. RIGHT-HAND LANDING GEAR AREA - (Continued)	ATA/GAMA Reference	TECH	*INSP
	2. BRAKES - Inspect brake discs, linings and plumbing for wear, damage, leaks, corrosion and security of all components.	32-40-00 CMM		
	3. TIRES - Inspect tires for wear, deterioration and correct inflation.	12-20-00 CMM		
	4. RIGHT-HAND MAIN LANDING GEAR STRUT - Check strut for leaks and proper extension.	12-20-00		
*	5. ELECTRICAL WIRING and EQUIPMENT - Inspect exposed wiring and equipment for chafing, damage, proper routing and security of attachment.			
	6. MAIN LANDING GEAR ACTUATOR			
	ACTUATOR (Mechanical Gear)(LA-2 thru LA-225 without Beech Kit No. 90-8011-1P/3P)			
	a. Inspect actuator support brackets for visible damage, wear and loose and missing fasteners.	32-30-00		
	b. Inspect brackets for cracks and loose or missing rivets.	32-30-00		
	c. Inspect actuator for leakage of internal lubricant.	32-30-00		
	O. RIGHT-HAND ENGINE			
	NOTE: Perform Continuous Corrosion Control Inspection, IAW Chapter 5.5, Item E (RH)Cowling and Truss, Item F (RH) Power Plant, and Item G (RH) Propellers.			

	O. RIGHT-HAND ENGINE - (Continued)	ATA/GAMA Reference	TECH	*INSP
	1. PROPELLER DEICER - Inspect propeller deice system (spinner removal required).	30-60-00 CMM		
	2. FUEL FILTERS and SCREENS - Inspect the firewall filter for evidence of foreign matter, corrosion, or microbiological growth in the fuel system. If any microbiological growth is found, use BIOBOR JF additive.	12-10-00		
	3. PROPELLERS			
	a. Inspect for damage and attachment (spinner removal required).	61-10-00		
	b. Inspect the carbon block pin for freedom of movement.	61-10-00 76-10-00		
	c. Check for no metal-to-metal contact between the brass ring and the reversing lever.	61-10-00 76-10-00		
	d. Inspect the reversing linkage for correct adjustment, evidence of binding and security of attachment.	61-10-00 76-10-00		
	e. Inspect mechanical feedback ring, stop rods and springs for damage.	61-10-00 76-10-00		
	4. ENGINE OIL FILTER - Inspect for metal particles	P&W		
	5. INERTIAL ENGINE ANTI-ICER			
	a. Check vane(s) for freedom of movement and correct travel. Lubrication of linkage and vane hinges may be necessary.	12-20-00 30-21-00		
	b. (LA-2 thru LA-204, Except LA-202) Check the push-pull control for damage, security of attachment, freedom of movement and full travel.	12-20-00 30-21-00		
*	6. ENGINE FIRE EXTINGUISHER	26-10-00		
	a. Inspect plumbing for security of attachment.	26-20-00		
	b. Check fire bottle pressure gage.	26-20-00		

O. RIGHT-HAND ENGINE - (Continued)	ATA/GAMA Reference	TECH	*INSP
* c. Check for presence of activation voltage to the cartridge/squib. Perform the EXTINGUISHER ACTIVATION CHECK procedure.	26-20-00		
7. MAGNETIC CHIP DETECTOR			
a. Remove and visually inspect plug for metal particles and damage.	12-10-00		
b. Check light in annunciator panel for proper operation.	12-10-00		
8. COWLING - Remove entire cowling and inspect skin, structure and attaching hardware for wear, damage and corrosion.	71-10-00		
9. OIL COOLER			
a. Inspect oil cooler and plumbing for leakage, damage and attachment.	79-00-00		
b. Inspect drain plug for leakage, security and safety wire.	79-00-00		
10. AFT COWLING ACCESS DOOR LATCHES - Check adjustment of latches.	71-10-00		
11. FIRESEALS - Inspect for condition.	71-30-00		
12. ENGINE EXHAUST SYSTEM			
a. Inspect attaching hardware for wear, damage and corrosion.			
b. Inspect the exhaust system and visible portions of the power turbine for burning, distortion, damage and cracks.	P&W		

	O. RIGHT-HAND ENGINE - (Continued)	ATA/GAMA Reference	TECH	*INSP
	13. ENGINE and PROPELLER CONTROLS			
	a. Check controls and associated equipment for binding, stiff operation, full travel and friction lock.			
	b. Inspect controls, bolts, nuts, cotter pins and safety wire for corrosion, damage and attachment. **NOTE** Special attention should be made to the cambox.			
	c. Inspect control cables for damage such as crimps, cuts, abrasions or tight bends. If exterior covering is ruptured, perform leak test.			
	14. CONTROL CABLE BOOTS - Inspect the control cable boots for excessive compression, twist, wear or aging which could cause binding.			
	15. STARTER-GENERATOR			
	a. Inspect one set of brushes for indications of excessive wear or damage (determine wear by observing diagonal groove on brush).	24-30-00		
	b. (PT6A-135 Engines only) Remove the generator and lubricate the drive spline. (LA-2 thru LA-204 except LA-202)	12-20-00		
*	16. ENGINE - Inspect engine in accordance with the instructions found in the engine manufacturer's manual. **NOTE** See "SPECIAL INSPECTIONS" for "Fuel Nozzle Insp - A/F - 600 Hrs." (Tracked on applicable AAIP Spreadsheet).	P&W		

O. RIGHT-HAND ENGINE - (Continued)	**ATA/GAMA Reference**	**TECH**	***INSP**
17. IGNITION EXCITER			
a. Inspect exciter and electrical harness for damage and security of attachment.	74-00-00		
b. Inspect that supply cable and ignition cable connectors are installed and safetied.	74-00-00		
18. SPARK IGNITER PLUGS - Inspect the igniter plugs as described in the engine maintenance manual.	P&W		
19. ENGINE DRAINS			
FUEL PURGE (LA-57 and After)			
a. Remove fuel purge system air tank and inspect. Clean as required.	71-70-00		
b. Remove fuel purge tank filter and inspect for corrosion. Clean as required.	71-70-00		
c. Remove the fuel purge system check valves. Inspect, pressure flush and perform internal leakage test. Replace as required.	71-70-00		
d. Perform the fuel purge system flow divider/purge valve leakage test.	71-70-00		
20. ENVIRONMENTAL BLEED AIR FLOW CONTROL UNIT - Inspect valve and associated equipment, electrical wiring and ducts for damage, security of connections and attachment.	21-10-00		
21. INDUCTION SYSTEM and COMPRESSOR INLET - Remove the air inlet screen and inspect the compressor inlet area, struts, first stage blades and vanes for dirt deposits, corrosion, erosion, cracks and damage by foreign objects. Refer to the engine maintenance manual for corrective action.	P&W		

	O. RIGHT-HAND ENGINE - (Continued)	ATA/GAMA Reference	TECH	*INSP
*	22. ENGINE-DRIVEN FUEL PUMP COUPLING SHAFT - Inspect for fretting and/or corrosion when replacing outlet filter. (See next item.)	P&W		
	23. HIGH-PRESSURE FUEL PUMP FILTERS - - Inspect the engine-driven high-pressure fuel pump filters.	P&W		
	24. ENGINE TRUSS MOUNT ASSEMBLY			
	a. Inspect for cracks, dents, chafing and corrosion. Special attention should be made to areas around clamps.	71-20-00		
	b. Inspect vibration isolators (mounts) for deterioration, damage and attachment.	71-20-00		
	25. ENGINE FIRE DETECTION SYSTEM - Check all fire detectors for sensitivity and continuity.	26-10-00		
	26. AUTOFEATHER and AUTOIGNITION PRESSURE SWITCHES - Inspect security of attachment, leakage and electrical connection for security.	61-21-00 74-00-00		
	27. PRIMARY PROPELLER GOVERNOR - Inspect for security of attachment, leakage and security of electrical connectors and wiring.	61-20-00		
	28. OVERSPEED GOVERNOR - Inspect for security of attachment, leakage and security of electrical connectors and wiring.	61-20-00		
	29. PROPELLER SYNCHROPHASER - TYPE I			
	TYPE I (LA-2 thru LA-153)			
	a. Inspect for proper gap between pickups and targets.	61-22-00		
	b. Inspect drive unit for damage, security of attachment, electrical connections, wear and proper rigging.	CMM		
	c. Check rod end bearing for damage and lubrication.	CMM		

P. LANDING GEAR RETRACTION	ATA/GAMA Reference	TECH	*INSP
NOTE: **(Mechanical)** Since battery voltage is not sufficient to properly cycle the landing gear, use only an external power source capable of delivering and maintaining 28.25 ±0.25 volts throughout the extension and retraction cycles when performing the landing gear retraction inspection.			
1. RETRACT MECHANISM - Check retraction system for proper operation of all components through at least two complete cycles.	32		
2. DOORS and LINKAGE			
a. Check door for damage, operation and fit.	32		
b. Check door linkage for wear, damage and rigging.	32		
3. DOWNLOCK INDICATOR SWITCHES			
a. Check for security and proper operation of switches.	32-60-00		
b. Check wiring for damage and security of connection.	32-60-00		
4. UPLOCK INDICATOR SWITCHES			
a. Check for security and proper operation of switches.	32-60-00		
b. Check wiring for damage and security of connection.	32-60-00		
5. WARNING HORN - Check for proper operation.	32-60-00		
6. MAIN GEAR DOWNLOCKS - Check locking mechanism for positive engagement in extended position.	32		
7. SAFETY SWITCH - Check for security and proper operation.	32-60-00		
8. ACTUATORS - Check for noise, binding and proper rigging.	32-30-00 32-31-00		

	P. LANDING GEAR RETRACTION - (Continued	ATA/GAMA Reference	TECH	*INSP
	9. EMERGENCY EXTENSION - Check system for freedom of operation and positive engagement of downlocks.	32-30-00 32-31-00		
	10. PLACARDS - Check that all placards are in place and are legible.	11-20-00 POH		
	Q. OPERATIONAL INSPECTION			
	NOTE: The following Operational Inspection procedures are to be applied during start and run of the engine. Refer to the Beech King Air Model F90 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual for the engine start and run procedures.			
	1. STARTER-GENERATOR			
	a. Check starter for proper operation.			
	b. Check generator for proper output.			
	2. IGNITION			
	a. Check for proper operation.			
	b. Check for annunciator panel light illumination.			
*	3. ENGINE OIL - Check for proper pressure and temperature limits.	POH 2-5		
*	4. INTERSTAGE TURBINE TEMPERATURE - Check for correct limits on engine start.	POH 4-7		
*	5. VACUUM SYSTEM - Check for correct limits.	MM 37-00-00		
*	6. PNEUMATIC PRESSURE GAGE - Check for correct pressure.	MM 36-00-00		

	Q. OPERATIONAL INSPECTION - (Continued	ATA/GAMA Reference	TECH	*INSP
	7. GYRO INSTRUMENTS - Check for erratic or noisy operation.			
	8. PROPELLERS - Perform flight idle torque check.	76-10-00		
*	9. AUTOFEATHERING CHECK - Refer to AUTOFEATHER OPERATIONAL CHECK	61-21-00 POH 4-9		
	10. PROPELLER SYNCHROPHASER			
	a. Type I refer to FUNCTIONAL TEST and confirm proper synchronization. (LA-2 thru LA-153)	61-22-00		
*	11. PROPELLER GOVERNOR - Check governor operation (including feathering and reversing).	MM 61-20-00 76-10-00		
*	12. IDLE RPM - Check for correct rpm (both high and low rpm).	MM 76-10-00		
*	13. RUDDER BOOST - Check for proper operation.	POH 4-9		
*	14. AUTOIGNITION			
*	a. Check for proper operation.	POH 4-19		
	b. Check for annunciator panel illumination.			
*	15. PROPELLER DEICER - Check for proper operation and cycling. Refer to Chapter 30 of the Beech King Air Series Component Maintenance Manual.	CMM POH 3-12		
*	16. SURFACE DEICE SYSTEM - Check for proper operation and cycling.	POH 4-19		
	17. ELECTRIC SYSTEM - Perform functional checks	24-30-00		

	Q. OPERATIONAL INSPECTION - (Continued	ATA/GAMA Reference	TECH	*INSP
	18. ENVIRONMENTAL SYSTEM - Check for proper operation in:			
	a. Manual heat mode.			
	b. Manual cool mode.			
	c. Automatic mode.			
	19. PRESSURIZATION SYSTEM - Check for proper operation. **NOTE:** Refer to the Beech King Air Model F90 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual and perform system test.			
	20. CONDITION LEVER - Check for clean shutdown at IDLE-CUT-OFF.			
	NOTE: The following OPERATIONAL CHECKS are to be made with the engine shut down.			
*	21. FIREWALL SHUTOFF VALVES - Check for proper operation.	POH 4-5		
*	22. CROSSFEED VALVE - Check for proper operation.	POH 4-5		
*	23. BOOST PUMPS - Check for proper operation.	POH 4-5		
	24. FUEL QUANTITY GAGES - Check for proper operation.			
*	25. AC INVERTERS - Check for proper operation.	POH 4-8		
*	26. SURFACE DEICE SYSTEM - Check for proper operation and cycling.	POH 4-19		
	27. AUTOPILOT - Check for proper operation as outlined in the applicable Beech King Air Model F90 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual Supplement.			

	Q. OPERATIONAL INSPECTION - (Continued	ATA/GAMA Reference	TECH	*INSP
	28. STALL WARNING - Check for proper operation.			
*	29. ENGINE FIRE DETECTORS - Perform system test according to instructions found in the Beech King Air Model F90 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.			
*	30. ENGINE FIRE EXTINGUISHERS - Perform system test according to instructions found in the Beech King Air Model F90 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.			
	31. PITOT TUBE - Check for proper heating at the unit and for obstructions.			
	32. LANDING and TAXI LIGHTS - Check for proper operation.			
	33. OUTBOARD WING LIGHTS (Right and Left) - Check proper operation of all navigation and strobe lights.			
	34. COCKPIT LIGHTS - Check for proper operation.			
*	35. ELECTRIC ELEVATOR TRIM - Check for proper operation.	POH 4-9		
	36. ENGINE and PROPELLER CONTROLS - Check for freedom of movement, full travel and friction-lock operation.			
	37. STATIC SYSTEM - Inspect alternate air valve for operation.			
	38. WINDSHIELD, HEATED - Perform functional check.			
	39. THRESHOLD LIGHT - Check for proper operation.			
	40. CABIN and COMPARTMENT LIGHTS - Check for proper operation.			

Q. OPERATIONAL INSPECTION - (Continued	**ATA/GAMA Reference**	**TECH**	***INSP**
41. PILOT'S and COPILOT'S SEATS, SEAT BELTS - Check seat adjustment mechanism and shoulder harness inertia reel for operation.			
42. CABIN SEATS and SEAT BELTS - Check seat adjustment mechanism and shoulder harness inertia reel for operation.			
43. CABIN ENTRANCE DOOR			
a. Check that folding steps do not fold too soon and that they fold properly without interference.			
b. Check CABIN DOOR unlock annunciator for proper operation.			
c. Inspect cabin door damper for leakage and proper operation.			
44. EMERGENCY EXIT			
a. Check emergency release handles and latch mechanism for proper operation.			
b. Check that latches open and close freely.			
45. EMPENNAGE CONTROL SURFACES			
a. Check for freedom of movement.			
b. Check optional trim actuators and motors for smoothness of operation.			
46. REAR FUSELAGE and EMPENNAGE LIGHTS - Check for proper operation.			
47. AILERON (LH and RH) - Check for freedom of movement.			

	Q. OPERATIONAL INSPECTION - (Continued	ATA/GAMA Reference	TECH	*INSP
	48. AILERON TRIM TAB - Check trim tab actuator for smoothness of operation and attachment.			
	49. FUEL TANK HEATED VENTS (LH and RH) - Check the operation of the heated vents. They should be warm to the touch.			
	50. STALL WARNING HEAT - Check for proper operation.			
	51. FLAPS and ACTUATORS (Inboard, Outboard, LH and RH) - Check flaps for noisy or erratic operation.			
	52. WING ICING LIGHTS - Check for proper operation.			
	53. EXTERNAL POWER RELAY - Check for proper operation.			
	54 RADIO ALTIMETER - Check that self-test performs properly.			
	R. POST INSPECTION ITEMS			
	1. AIRPLANE CLEANED and SERVICED AS REQUIRED.	12-20-00		
	2. LUBRICATE as NECESSARY	12-20-00		
	3. ENGINES INSPECTED after GROUND RUN-UP or FLIGHT TEST - Check for oil leaks, security and attachment of all components.			
*	4. AIRWORTHINESS DIRECTIVES and SERVICE BULLETINS - Must be reviewed and complied with as required.			
	5. ADDITIONAL INSPECTION REQUIREMENTS			
*	a. Chapters 4, 5 and Special Inspection Requirements that are listed on the applicable aircraft spreadsheet are complied with at the appropriate intervals.	AAIP Spreadsheet		

	R. POST INSPECTION ITEMS - (Continued	ATA/GAMA Reference	TECH	*INSP
*	b. Perform Continuous Corrosion Control Inspection. Phases 2 and 4.	AAIP Chap. 5.5		
	6. IN-FLIGHT WORKSHEET - All discrepancies noted by the pilot must be checked and corrected as required.			
*	7. EMERGENCY LOCATOR TRANSMITTER - Check for proper operation and ensure ELT is ARMED before returning airplane to service.	25-60-00 14 CFR 91.207		
	8. OXYGEN SYSTEM PRESSURE - Check for proper pressure.			
	9. EMERGENCY and SURVIVAL EQUIPMENT - (If Installed). Ensure all necessary emergency and survival equipment are installed in the airplane and serviceable.			
	10. PLACARDS - Determine that all required placards are in place and legible.	11-20-00 and POH		
	11. LOGBOOK ENTRY - Ensure that logbooks are filled out properly.			

INSPECTION COMPLETED

*I certify that a Phase 2 Inspection was performed in accordance with the AFS-AAIP and the aircraft is approved for return to service.

Date:_____

TECHNICIAN:_____

QUALITY CONTROL INSPECTOR:_____

FLIGHT STANDARDS DIVISION
F-90 APPROVED AIRCRAFT INSPECTION PROGRAM

Owner: _____ **W/O Number:** _____

Date In: _____ **Date Out:** _____

Serial No.: _____ **Reg. No.:** _____

Hourmeter: _____ **Total Time:** _____ **Total Cycles:** _____

PHASE 3 INSPECTION

	A. NOSE SECTION	ATA/GAMA Reference	TECH	*INSP
	NOTE There are no inspections required in this section during this phase.			
	B. NOSE AVIONICS COMPARTMENT			
	NOTE There are no inspections required in this section during this phase.			
	C. NOSE LANDING GEAR AREA			
*	1. ELECTRICAL WIRING and EQUIPMENT - Inspect all exposed electrical wiring and equipment for chafing, damage and security of attachment.			
	D. NOSE GEAR			
	1. WHEEL			
	a. Inspect wheel for wear, damage and corrosion.	32-40-00/ CMM		
	b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	32-40-00/ CMM		
	2. TIRE			
	a. Inspect for wear and deterioration.	12-20-00/ CMM		
	b. Check for correct inflation.	12-20-00		
	3. SHIMMY DAMPER - Inspect for leaks, security and attachment.	12-20-00 32-20-00		

D. NOSE GEAR- (Continued)	ATA/GAMA Reference	TECH	*INSP
4. NOSE GEAR BRACE STOP LUGS - Inspect for cracks, damage or distortion.			
5. NOSE GEAR STEERING STOP - Inspect steering stop for damage or distortion.			
6. LANDING and TAXI LIGHTS - Inspect for broken lenses or bulbs.	33-40-00		
7. STEERING LINKAGE - Inspect nose gear steering mechanism and attaching hardware for wear, damage and corrosion.	32-50-00		
8. NOSE GEAR RETRACT and EXTENSION CHAIN (Exterior and interior)			
a. Inspect chain for broken links, excessive pin and link wear, misalignment, rust, corrosion and dirt.	32-30-00		
b. Check sprocket for excessive wear and hook-shaped teeth.	32-30-00		
c. Check chain for proper tension.	32-30-00		
d. Check nose gear and nose gear linkage clearance from electrical wires and obstructions.	32-30-00		
E. PILOT'S COMPARTMENT			
1. WINDSHIELD			
a. Inspect windshield for cracks and visibility impairment.	56-10-00		
b. Inspect windshield weather seal (Silicone) for debonding, cracks or wear.	56-10-00		
c. Inspect windshield weather hump seal (Polysulfide) for debonding, cracks or wear.	56-10-00		
d. Inspect windshield attachment screws for 20 inch-pounds of torque.	56-10-00		

	E. PILOT'S COMPARTMENT- (Continued)	ATA/GAMA Reference	TECH	*INSP
	2. WINDOWS			
	a. Inspect exterior surface of cockpit side windows for scratches, cracks, chips, excess crazing or any indication of delamination.	56-10-00		
	b. Inspect for any contact of the milled edge of the window with the airframe skin. Correct window contact by reinstalling and recentering the window in the airframe opening.	56-10-00		
	c. Inspect for any damage from paint strippers, solvents or any unapproved sealants.	56-10-00		
	3. ALTERNATE AIR VALVE - Drain off all moisture.	34-00-00		
	4. SEAT TRACKS - Inspect seat tracks for damage and wear.	25-10-00		
	5. PORTABLE FIRE EXTINGUISHER - Inspect the bottle for signs of damage and mount for security of attachment.	26 CMM		
*	6. SEAT, SEAT BELTS and SHOULDER HARNESSES - Inspect seats, seat belts and shoulder harnesses for deterioration.			
	7. BRAKE FLUID RESERVOIR PRESSURE EQUALIZATION ORIFICE - Clean and flush orifice of contaminants.	32-40-00		
	8. FLIGHT CONTROL CABLE TENSION - Inspect and record aileron cable tension: TEMPERATURE: _____ °F Control Column Interconnect Cable Tension: _____ 1/8" Aileron Cable Tension: LEFT ____ RIGHT ____	27		

	E. PILOT'S COMPARTMENT- (Continued)	ATA/GAMA Reference	TECH	*INSP
	9. HEATING SYSTEM			
	a. Check all ducts for damage and deterioration.	21-20-00		
	b. Check bleed air ducts for damage, insulation and adequate clearance of electrical wiring and control cables. **CAUTION** Prior to installing the pilots compartment floor panels, visually inspect the entire length of the elevator control cable in this area to assure adequate clearance between the cable and electrical wiring, bleed air ducts, bleed air duct clamps and structural components to prevent chafing and wear.	21-20-00		
	10. PILOT'S COMPARTMENT AREA - Inspect skin, structure, seats and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.			
*	11. ELECTRICAL WIRING and EQUIPMENT - Inspect for chafing, damage, proper routing of wire bundles and security of attachment.			
	12. RUDDER PEDALS			
	a. Inspect rudder pedals for wear, clearance and attachment.	27-20-00		
	b. Inspect rudder pedal linkage for wear, damage, attachment and operation.	27-20-00		
	13. FLIGHT CONTROL COMPONENTS, CABLES and PULLEYS			
	a. Inspect control system components (pushrods, turnbuckles, end fittings, castings, etc.) for bulges, splits, bends or cracks which are conditions for replacement.	27		

E. PILOT'S COMPARTMENT- (Continued)	ATA/GAMA Reference	TECH	*INSP
b. Inspect control cables, pulleys and associated equipment for wear, cracks, breaks, attachment, alignment, clearance and proper operation. Replace cables that have more than 3 broken wires in any given 3-foot cable length or have evidence of corrosion. **CAUTION** Prior to installing the pilot's compartment floor panels, visually inspect the entire length of the elevator control cable in this area to assure adequate clearance between the cable and electrical wiring, bleed air ducts, bleed air duct clamps and structural components to prevent chafing and wear.	27		
14. BRAKE SYSTEM - Inspect brake system components and plumbing for leakage and attachment.	32-40-00		
15. INSTRUMENT PANEL, PLUMBING and WIRING - Inspect instrument panel, subpanels, placards, shock mounts and instrument plumbing for damage, attachment, chafing and hoses for hardness or cracks.	39-10-00		
16. CONTROL COLUMN			
a. Inspect for wear, damage, corrosion, attachment and operation.	27-10-00		
b. Inspect control wheel adapter for cracks in the weld area of adapter on forward side of the control wheel.	27-10-00		
c. Inspect control wheel switches for condition and security of attachment.	27-10-00		
17. PEDESTAL			
a. Inspect pedestal components and plumbing for damage, attachment, chafing and hoses for hardness or cracks.	39-10-00		
b. Inspect condition lever low-idle catch gates for wear.	76-10-00		

	E. PILOT'S COMPARTMENT- (Continued)	ATA/GAMA Reference	TECH	*INSP
*	18. PRESSURIZATION CONTROLLER			
*	a. Inspect for security of attachment, plumbing and wiring for damage and connection security.	21-30-00		
*	b. Inspect filter in controller assembly located within the pedestal.	21-30-00		
	19. ACCESS DOORS - Inspect for fit and attachment.	12-20-00		
	20. HEATED WINDSHIELD - Inspect windshield antistatic coating and tab bonding.	56-10-10		
	21. RELIEF TUBE			
	a. Inspect plumbing and storage box for corrosion.			
	b. Inspect relief tube outlet area for corrosion.			
	22. ELECTRICAL LOAD DISTRIBUTION - Perform inspections of the FUEL PANEL DIODES and HOT BATTERY BUS DIODES.	24-50-00		
*	23. ENVIRONMENTAL SYSTEM			
*	a. Inspect ducts for condition and security of installation.			
*	b. Check ducts for evidence of thermal leaks and/or degradation, such as discoloration of duct insulator, adjacent structure or compnents.			
*	c. Physically inspect ducts by touching ducts, checking for thermal deterioration, deformation of the ducts and proper connection at the joints.			
*	d. Perform the BLEED AIR BYPASS VALVE OPERATIONAL CHECK procedure.	21-40-00		
*	e. Perform the CABIN TEMPERATURE CONTROL BOX FUNCTIONAL TEST procedure.	21-60-00		
*	f. Perform the TEMPERATURE SENSORS AND CONTROL RHEOSTATS TEST procedure.	21-60-00		

	F. CABIN SECTION	ATA/GAMA Reference	TECH	*INSP
	1. WINDOWS - Inspect exterior surface of windows for deep scratches, cracks, chips and excessive crazing or other damage.	56-15-00		
	2. ROTATING or FLASHING BEACON - Inspect for cracked or broken lenses.	33-40-00		
	3. ACCESS DOORS - Inspect for fit and attachment.			
	4. OUTFLOW and SAFETY VALVES			
	a. Drain outflow valve control line.	21-30-00		
	b. Inspect plumbing and components for attachment.	21-30-00		
	c. Clean and inspect safety valve screen.	12-20-00		
	d. Clean and inspect poppet and seat of both valves.	12-20-00		
*	e. Perform functional test of outflow and safety valves.	21-30-00		
	5. SEAT TRACKS - Inspect seat tracks for damage and wear.	25-20-00		
	6. SEATS, SEAT BELTS and SHOULDER HARNESSES			
*	a. Inspect seats for proper operation and security.			
*	b. Inspect seat belts for deterioration and missing components.			
*	c. Inspect shoulder harness attachment post for cracked, worn, brittle or missing grommet.			

	F. CABIN SECTION - (Continued)	ATA/GAMA Reference	TECH	*INSP
	7. OXYGEN SYSTEM			
*	a. Perform the OXYGEN SYSTEM MANUAL OPERATIONAL CHECK procedure.	35-00-00		
	b. Inspect oxygen system installation for damage and security of attachment.	35-00-00		
*	8. TOILET - Inspect for spillage and leakage below the toilet.	38-30-00		
	9. CABIN ENTRANCE DOOR			
	a. Inspect the door seal for cuts, abrasions and security of attachment.	52-10-00		
	b. Inspect door seal solenoid valve and pressure regulator valve for security and electrical connection.	52-10-00		
	c. Inspect the cabin door support cables for wear, damage, and security.	52-10-00		
	d. Inspect door latching mechanism and cables for damage, deterioration and security of attachment.	52-10-00		
	e. Inspect upper latch hooks and retaining pins for rigging, wear and damage. Replace pin at 10% diameter wear. (Pin removal required).	52-10-00 53-10-00		
	f. Inspect upper latch hooks for proper tension.	52-10-00		
	g. Inspect side latch bolts (bayonets) and rollers for rigging and freedom of movement.	52-10-00		
	h. Inspect the CABIN DOOR unlock annunciator switch spring.	52-00-00		
	10. PORTABLE FIRE EXTINGUISHER - Inspect bottle for signs of damage and security of attachment.	26 CMM		

F. CABIN SECTION - (Continued)	**ATA/GAMA Reference**	**TECH**	***INSP**
11. AVIONICS EQUIPMENT and RACKS (If Installed) - Inspect avionics equipment and racks for security of attachment.			
12. BULKHEADS - Inspect for water traps.			
13. FLIGHT CONTROL COMPONENTS, CABLES and PULLEYS			
a. Inspect control system components (pushrods, turnbuckles, end fittings, castings, etc.) for bulges, splits, bends and cracks which are conditions for replacement.	27		
b. Inspect control cables, pulleys and associated equipment for cracks, damage, attachment, alignment, clearance and proper operation. Replace cables that have more than three broken wires in any given three-foot cable length or have evidence of corrosion.	27		
14. FLAP MOTOR and DRIVES - Inspect for damage and attachment.	27-50-00		
15. BELLY DRAIN VALVES - Inspect for possible obstructions.			
16. CABIN WINDOW ATTACH FRAMES - Perform inspection and check for looseness of window attach frames.	56-15-00		
17. PNEUMATIC PRESSURE REGULATOR, VACUUM EJECTOR and DEICER DISTRIBUTION VALVE - Inspect equipment and plumbing for security.			
18. CONTROL CABLE SEALS - Inspect for damage, security, cleanliness and lubrication.	12-20-00		
19. AUTOPILOT COMPONENTS - Inspect components for security of attachment.	22-10-00		
20. RELIEF TUBE			
a. Inspect plumbing and storage box for corrosion.			
b. Inspect relief tube outlet area for corrosion.			

	F. CABIN SECTION - (Continued)	ATA/GAMA Reference	TECH	*INSP
	21. ANTENNAS - Inspect all external antennas for leading edge erosion and condition of base seals.			
	22. CABIN DOORS and EMERGENCY EXITS - Inspect skin, structure and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.			
	23. EMERGENCY EXITS			
	a. Inspect latches for damage and check all moving parts for proper operation.			
	b. Check for proper latch adjustment and seal of closed door.	56-20-00		
	24. ELECTRICAL WIRING and EQUIPMENT - Inspect all exposed electrical wiring and equipment for chafing, damage and security of attachment.			
*	25. ENVIRONMENTAL SYSTEM			
*	a. Inspect ducts for condition and security of installation.			
*	b. Check ducts for evidence of thermal leaks and/or degradation, such as discoloration of duct insulator, adjacent structure or components.			
*	c. Physically inspect ducts by touching ducts, checking for thermal deterioration, deformation of the ducts, and proper connection at the joints.			
	G. REAR FUSELAGE and EMPENNAGE			
	1. REAR FUSELAGE DRAINS - Clean and inspect.	53-10-00		
	2. ELT BATTERY			
	a. Inspect for leakage, corrosion or loose connections.	25-60-00		
	b. Determine remaining useful life.	25-60-00		

G. REAR FUSELAGE and EMPENNAGE- (Continued)	ATA/GAMA Reference	TECH	*INSP
c. If battery is replaced, make a logbook entry and place a new expiration date legibly on the outside of the transmitter.	25-60-00 14 CFR 21.207		
3. NAVIGATION LIGHTS and ROTATING (Flashing) BEACONS - Inspect for broken or cracked lenses.	33-40-00		
4. ACCESS DOORS - Inspect for fit and security of attachment.	12-20-00		
5. VENTRAL FIN DRAIN HOLES - Inspect the drain holes in the bottom of the ventral fin for obstructions.			
6. DEICER BOOTS - Inspect for deterioration, damage and attachment.	30-10-00		
7. RUDDER TRIM TAB DRAIN HOLES - Inspect the drain holes for obstructions.			
8. STATIC WICKS			
a. Inspect for damage and security of attachment.	23-60-00		
b. Check for proper bonding to the airplane.	23-60-00		
9. RUDDER BOOST SYSTEM - Replace Filter.	27-21-00		
10. FLIGHT CONTROL CABLE EXTENSION - Inspect and record elevator, elevator tab, rudder and rudder tab cable tension: TEMPERATURE: _____°F Elevator Cable Tension: UP_____ DOWN _____ Elevator Tab Cable Tension: _____ Rudder Cable Tension: LEFT _____ RIGHT _____ Rudder Tab Cable Tension: _____	27		
H. LEFT-HAND OUTBOARD WING			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
2. WING ATTACH FITTING DRAIN HOLES - Determine that the drain holes are open in the wing center section and outboard wing upper attachment fittings.	57-00-00		

H. LEFT-HAND OUTBOARD WING - (Continued)	ATA/GAMA Reference	TECH	*INSP
3. LIGHTS			
a. Inspect the navigation and recognition lights for broken or cracked lenses.	33-40-00		
b. Inspect the strobe light for broken or cracked lenses.	33-40-00		
4. FUEL TANKS and VENTS			
a. Inspect exterior openings of vents for obstructions.	28-10-00		
b. Inspect fuel cap and antisiphon valve for damage and attachment.	CMM		
c. Inspect the exterior of the wing for leaks	28-10-00		
5. DEICER BOOTS - Inspect exterior surface for deterioration, damage and attachment.	30-10-00		
6. ACCESS DOORS (Inspection Panels) - Inspect for fit and attachment.	12-20-00		
7. STATIC WICKS			
a. Inspect for damage and security of attachment.	23-60-00		
b. Check for proper bonding to the airplane.	23-60-00		
8. AILERON and TRIM TAB - Check trim tab free play.	27-10-00		
9. FLIGHT CONTROL CABLE TENSION - Inspect and record aileron and aileron tab cable tension: TEMPERATURE: _____ °F 3/16" Aileron Cable Tension: LEFT _____ Aileron Tab Cable Tension: _____	27		
I. LEFT-HAND WING CENTER SECTION			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		

	I. LEFT-HAND WING CENTER SECTION - (Continued)	ATA/GAMA Reference	TECH	*INSP
	2. FUEL TANKS and VENTS			
	a. Inspect the exterior of the center section for leaks.	28-10-00		
	b. Inspect fuel cap and antisiphon valve for damage and attachment.	CMM		
	3. ACCESS DOORS (Inspection Panels) - Inspect for fit and attachment.	12-20-00		
	4. FUEL PUMPS - Inspect the pumps for leaks and security of attachment.	28-20-00		
	J. LEFT-HAND MAIN LANDING GEAR AREA			
	1. WHEELS			
	a. Inspect wheels for wear, damage and corrosion.			
	b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	CMM		
	2. BRAKES - Inspect brake discs, linings and plumbing for wear damage, leaks, corrosion and security of all components.	32-40-00 CMM		
	3. TIRES - Inspect tires for wear, deterioration and correct inflation.	12-20-00 CMM		
	4. LEFT-HAND MAIN LANDING GEAR STRUT - Check strut for leaks and proper extension.	12-20-00		
*	5. ELECTRICAL WIRING and EQUIPMENT - Inspect exposed wiring and equipment for chafing, damage and proper routing and security of attachment.			
	6. MAIN LANDING GEAR ACTUATOR			
	ACTUATOR (Mechanical Gear) (LA-2 thru LA-225 without Beech Kit No. 90-8011-1P/3P)			
	a. Inspect actuator support brackets for visible damage, wear and loose and missing fasteners.	32-30-00		

	J. LEFT-HAND MAIN LANDING GEAR AREA - (Continued)	ATA/GAMA Reference	TECH	*INSP
	b. Inspect brackets for cracks and loose or missing rivets.	32-30-00		
	c. Inspect actuator for leakage of internal lubricant.	32-30-00		
	7. DRAG BRACE			
	a. Inspect elliptical hole for excessive wear.	32-10-00 CMM		
	b. Inspect for security of attach fittings.	32-10-00		
	c. Inspect downlock bolts for proper torque (finger-tight and safety-wired).	CMM		
	d. Inspect mount bolts for wear.			
*	8. MAIN LANDING GEAR AREA - Inspect wheel well and gear door structure, all components and attaching hardware for wear, damage and corrosion. If damage or corrosion is found, check the adjacent area.	32		
	K. LEFT-HAND ENGINE			
	1. PROPELLER DEICER - Inspect propeller de-ice system (spinner removal required).	30-60-00 CMM		
	2. FUEL FILTERS and SCREENS - Inspect the firewall filter for evidence of foreign matter, corrosion or microbiological growth in the fuel system. If any microbiological growth is found, use BIOBOR JF additive.	12-10-00		
	3. PROPELLERS - Inspect for damage and attachment (spinner removal required).	61-10-00		
	4. ENGINE OIL FILTER - Inspect for metal particles.	P&W		
	5. INERTIAL ENGINE ANTI-ICER			
	a. Check vane(s) for freedom of movement and correct travel. Lubrication of linkage and vane hinges may be necessary.	12-20-00 30-21-00		

	K. LEFT-HAND ENGINE - (Continued)	ATA/GAMA Reference	TECH	*INSP
	b. (LA-2 thru LA-204, Except LA-202) Check the push-pull control for damage, security of attachment, freedom of movement and full travel.	12-20-00 30-21-00		
*	6. ENGINE FIRE EXTINGUISHER			
	a. Inspect plumbing for security of attachment.	26-20-00		
	b. Check fire bottle pressure gage.	26-20-00		
	7. MAGNETIC CHIP DETECTOR			
	a. Remove and visually inspect plug for metal particles and damage.	12-10-00		
	b. Check light in annunciator panel for proper operation.	12-10-00		
	L. RIGHT-HAND OUTBOARD WING			
	1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
	2. WING ATTACH FITTING DRAIN HOLES - Determine that the drain holes are open in the wing center upper section attach fittings.	57-00-00		
	3. LIGHTS			
	a. Inspect the navigation and recognition lights for broken or cracked lenses.	33-40-00		
	b. Inspect the strobe light for broken or cracked lenses.	33-40-00		

	L. RIGHT-HAND OUTBOARD WING - (Continued)	ATA/GAMA Reference	TECH	*INSP
	4. FUEL TANKS and VENTS			
	a. Inspect exterior openings of vents for obstructions.	28-10-00		
	b. Inspect fuel cap and antisiphon valve for damage and attachment.	CMM		
*	c. Inspect the exterior of the wing for leaks	28-10-00		
	5. DEICER BOOTS - Inspect exterior surface for deterioration, damage and attachment.	30-10-00		
	6. ACCESS DOORS (INSPECTION PANELS) - Inspect for fit and attachment.	12-20-00		
	7. STATIC WICKS			
	a. Inspect for damage and security of attachment.	23-60-00		
	b. Check for proper bonding to the airplane.	23-60-00		
	8. AILERON and TRIM TAB - Check trim tab free play.	27-10-00		
	9. FLIGHT CONTROL CABLE TENSION - Inspect and record aileron and aileron tab cable tensions: TEMPERATURE: _____ °F 3/16" Aileron Cable Tension: RIGHT _____ Aileron Tab Cable Tension: _____	27		
	M. RIGHT-HAND WING CENTER SECTION			
	1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
	2. FUEL TANKS and VENTS			
	a. Inspect the exterior of the center section for leaks.	28-10-00		
	b. Inspect fuel cap and antisiphon valve for damage and attachment.	CMM		
	3. ACCESS DOORS (Inspection Panels) - Inspect for fit and attachment.	12-20-00		

	M. RIGHT-HAND WING CENTER SECTION - (Continued)	ATA/GAMA Reference	TECH	*INSP
	4. BATTERY			
	a. Service battery as required.	12-20-00		
	b. Remove battery and inspect the battery box, cables and vent tubes for deterioration or obstructions.	24-31-00		
	5. FUEL PUMPS - Inspect the pumps for leaks and security of attachment.	28-20-00		
	N. RIGHT-HAND MAIN LANDING GEAR AREA			
	1. WHEELS			
	a. Inspect wheels for wear, damage and corrosion.			
	b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	CMM		
	2. BRAKES - Inspect brake discs, linings and plumbing for wear, damage, leaks, corrosion and security of all components.	32-40-00 CMM		
	3. TIRES - Inspect tires for wear, deterioration and correct inflation.	12-20-00 CMM		
	4. RIGHT-HAND MAIN LANDING GEAR STRUT - Check strut for leaks and proper extension.	12-20-00		
*	5. ELECTRICAL WIRING and EQUIPMENT - Inspect exposed wiring and equipment for chafing, damage and proper routing and security of attachment.			

M. RIGHT-HAND WING CENTER SECTION - (Continued)	ATA/GAMA Reference	TECH	*INSP
6. MAIN GEAR ACTUATOR			
a. ACTUATOR (Mechanical Gear) (LA-2 thru LA-225 without Beech Kit No. 90-8011-1P/3P)			
1. Inspect actuator support brackets for visible damage, wear and loose and missing fasteners.	32-30-00		
2. Inspect brackets for cracks and loose or missing rivets.	32-30-00		
3. Inspect actuator for leakage of internal lubricant.	32-30-00		
7. DRAG BRACE			
a. Inspect elliptical hole for excessive wear.	32-10-00 CMM		
b. Inspect for security of attach fittings.	32-10-00		
c. Inspect downlock bolts for proper torque (finger-tight and safety-wired).	CMM		
d. Inspect mount bolts for wear.			
8. MAIN LANDING GEAR AREA - Inspect wheel well and gear door structure, all components and attaching hardware for wear, damage and corrosion. If damage or corrosion is found, check the adjacent area.			
O. RIGHT-HAND ENGINE			
1. PROPELLER DEICER - Inspect propeller deice system (spinner removal required).	30-60-00 CMM		
2. FUEL FILTERS and SCREENS - Inspect the firewall filter for evidence of foreign matter, corrosion or microbiological growth in the fuel system. If any microbiological growth is found, use BIOBOR JF additive.	12-10-00		

	O. RIGHT-HAND ENGINE - (Continued)	ATA/GAMA Reference	TECH	*INSP
	3. PROPELLERS - Inspect for damage and attachment (spinner removal required).	61-10-00		
	4. ENGINE OIL FILTER - Inspect for metal particles.	P&W		
	5. INERTIAL ENGINE ANTI-ICER			
	a. Check vane(s) for freedom of movement and correct travel. Lubrication of linkage and vane hinges may be necessary.	12-20-00 30-21-00		
	b. (LA-2 thru LA-204, Except LA-202) Check the push-pull control for damage, security of attachment, freedom of movement and full travel.	12-20-00 30-21-00		
*	6. ENGINE FIRE EXTINGUISHER			
	a. Inspect plumbing for security of attachment.	26-20-00		
	b. Check fire bottle pressure gage.	26-20-00		
	7. MAGNETIC CHIP DETECTOR			
	a. Remove and visually inspect plug for metal particles and damage.	12-10-00		
	b. Check light in annunciator panel for proper operation.	12-10-00		
	P. LANDING GEAR RETRACTION			
	NOTE **(Mechanical)** Since battery voltage is not sufficient to properly cycle the landing gear, use only an external power source capable of delivering and maintaining 28.25 ±0.25 volts throughout the extension and retraction cycles when performing the landing gear retraction inspection.			
	1. RETRACT MECHANISM - Check retraction system for proper operation of all components through at least two complete cycles.	32		

P. LANDING GEAR RETRACTION - (Continued)	ATA/GAMA Reference	TECH	*INSP
2. DOORS and LINKAGE			
a. Check door for damage, operation and fit.	32		
b. Check door linkage for wear, damage and rigging.	32		
3. DOWNLOCK INDICATOR SWITCHES			
a. Check for security and proper operation of switches.	32-60-00		
b. Check wiring for damage and security of connection.	32-60-00		
4. UPLOCK INDICATOR SWITCHES			
a. Check for security and proper operation of switches.	32-60-00		
b. Check wiring for damage and security of connection.	32-60-00		
5. WARNING HORN - Check for proper operation.	32-60-00		
6. MAIN GEAR DOWNLOCKS - Check locking mechanism for positive engagement in extended position.	32		
7. SAFETY SWITCH - Check for security and proper operation.	32-60-00		
8. ACTUATORS - Check for noise, binding and proper rigging.	32-30-00 32-31-00		
9. EMERGENCY EXTENSION - Check system for freedom of operation and positive engagement of downlocks.	32-30-00 32-31-00		
10. PLACARDS - Check that all placards are in place and are legible.	11-20-00/ POH		

	Q. OPERATIONAL INSPECTION	ATA/GAMA Reference	TECH	*INSP
	NOTE The following Operational Inspection procedures are to be applied during start and run of the engine. Refer to the Beech King Air Model F90 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual for the engine start and run procedures.			
	1. STARTER-GENERATOR			
	a. Check starter for proper operation.			
	b. Check for generator for proper output.			
	2. IGNITION			
	a. Check for proper operation.			
	b. Check for annunciator panel light illumination.			
*	3. ENGINE OIL- Check for proper pressure and temperature limits.	POH 2-5		
*	4. INTERSTAGE TURBINE TEMPERATURE - Check for correct limits on engine start.	POH 4-7		
*	5. VACUUM SYSTEM - Check for correct limits.	MM 37-00-00		
*	6. PNEUMATIC PRESSURE GAGE - Check for correct pressure.	MM 36-00-00		
	7. GYRO INSTRUMENTS - Check for erratic or noisy operation.			
	8. PROPELLERS - Perform flight idle torque check.	76-10-00		
*	9. AUTOFEATHERING CHECK - Refer to AUTOFEATHER OPERATIONAL CHECK.	61-21-00 POH 4-9		

	Q. OPERATIONAL INSPECTION - (Continued)	ATA/GAMA Reference	TECH	*INSP
*	10. PROPELLER SYNCHROPHASER - Type I refer to FUNCTIONAL TEST and confirm proper synchronization. (LA-2 thru LA-153)	61-22-00		
*	11. PROPELLER GOVERNOR - Check governor operation (including feathering and reversing).	MM 61-20-00 76-10-00		
*	12. IDLE RPM - Check for correct rpm (both high and low rpm).	MM 76-10-00		
	13. RUDDER BOOST - Check for proper operation.	POH 4-9		
*	14. AUTOIGNITION			
*	a. Check for proper operation.	POH 4-19		
	b. Check for annunciator panel illumination.			
*	15. PROPELLER DEICER - Check for proper operation and cycling. Refer to Chapter 30 of the Beech King Air Series Component Maintenance Manual.	CMM POH 3-12		
*	16. SURFACE DEICE SYSTEM - Check for proper operation and cycling.	POH 4-19		
	17. ELECTRICAL SYSTEM - Perform functional checks.	24-30-00		
	18. ENVIRONMENTAL SYSTEM - Check for proper operation in:			
	a. Manual heat mode.			
	b. Manual cool mode.			
	c. Automatic mode.			

	Q. OPERATIONAL INSPECTION - (Continued)	ATA/GAMA Reference	TECH	*INSP
	19. PRESSURIZATION SYSTEM - Check for proper operation. **NOTE** Refer to the Beech King Air Model F90 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual and perform system test.			
	20. CONDITION LEVER - Check for clean shutdown at IDLE-CUT-OFF.			
	NOTE The following OPERATIONAL CHECKS are to be made with the engine shut down			
*	21. FIREWALL SHUTOFF VALVES - Check for proper operation.	POH 4-5		
*	22. CROSSFEED VALVE - Check for proper operation.	POH 4-5		
*	23. BOOST PUMPS - Check for proper operation.	POH 4-5		
	24. FUEL QUANTITY GAGES - Check for proper operation.			
*	25. AC INVERTERS - Check for proper operation.	POH 4-8		
*	26. SURFACE DEICE SYSTEM - Check for proper operation and cycling.	POH 4-19		
	27. AUTOPILOT - Check for proper operation as outlined in the applicable Beech King Air Model F90 Pilot's Operational Handbook and FAA Approved Airplane Flight Manual Supplement.			
	28. STALL WARNING - Check for proper operation.			
*	29. ENGINE FIRE DETECTORS - Perform system test according to instructions found in the Beech King Air Model F90 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.			

	Q. OPERATIONAL INSPECTION - (Continued)	ATA/GAMA Reference	TECH	
*	30. ENGINE FIRE EXTINGUISHERS - Perform system test according to instructions found in the Beech King Air Model F90 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.			
	31. PITOT TUBE - Check for proper heating at the unit and for obstructions.			
	32. LANDING and TAXI LIGHTS - Check for proper operation.			
	33. OUTBOARD WING LIGHTS (Right and Left) - Check proper operation and all navigation and strobe lights.			
	34. COCKPIT LIGHTS - Check for proper operation.			
*	35. ELECTRIC ELEVATOR TRIM - Check for proper operation.	POH 4-9		
	36. ENGINE and PROPELLER CONTROLS - Check for freedom of movement, full travel and friction-lock operation.			
	37. STATIC SYSTEM - Inspect alternate air valve for operation.			
	38. WINDSHIELD, HEATED - Perform functional check.			
	39. THRESHOLD LIGHT - Check for proper operation.			
	40. CABIN and COMPARTMENT LIGHTS - Check for proper operation.			
	41. PILOT'S and COPILOT'S SEATS, SEAT BELTS - Check seat adjustment mechanism and shoulder harness inertia reel for operation.			
	42. CABIN SEATS and SEAT BELTS - Check seat adjustment mechanism and shoulder harness inertia reel for operation.			

Q. OPERATIONAL INSPECTION - (Continued)	ATA/GAMA Reference	TECH	*INSP
43. CABIN ENTRANCE DOOR			
a. Check that folding steps do not fold too soon and that they fold properly without interference.			
b. Check CABIN DOOR unlock annunciator for proper operation.			
c. Inspect cabin door damper for leakage and proper operation.			
44. EMERGENCY EXIT			
a. Check emergency release handles and latch mechanism for proper operation.			
b. Check that latches open and close freely.			
45. EMPENNAGE CONTROL SURFACES			
a. Check for freedom of movement.			
b. Check operational trim actuators and motors for smoothness of operation.			
46. REAR FUSELAGE and EMPENNAGE LIGHTS - Check for proper operation.			
47. AILERON (LH and RH) - Check for freedom of movement.			
48. AILERON TRIM TAB - Check trim tab actuator for smoothness of operation and attachment.			
49. FUEL TANK HEATED VENTS (LH and RH) - Check the operation of the heated vents. They should be warm to the touch.			
50. STALL WARNING HEAT - Check for proper operation.			
51. FLAPS and ACTUATORS (Inboard, Outboard, LH and RH) - Check flaps for noisy or erratic operation.			

	Q. OPERATIONAL INSPECTION - (Continued)	ATA/GAMA Reference	TECH	*INSP
	52. WING ICING LIGHTS - Check for proper operation.			
	53. EXTERNAL POWER RELAY - Check for proper operation.			
	54. RADIO ALTIMETER - Check that self-test performs properly			
	R. POST INSPECTION ITEMS			
	1. AIRPLANE CLEANED and SERVICED AS REQUIRED	12-20-00		
	2. LUBRICATE as NECESSARY	12-20-00		
	3. ENGINES INSPECTED after GROUND RUN-UP or FLIGHT TEST - Check for oil leaks, security and attachment of all components.			
*	4. AIRWORTHINESS DIRECTIVES AND SERVICE BULLETINS - Must be reviewed and complied with as required.			
	5. ADDITIONAL INSPECTION REQUIREMENTS			
*	a. Chapters 4, 5 and Special Inspection Requirements that are listed on the applicable aircraft spreadsheet are complied with at the appropriate intervals.	AAIP Spreadsheet		
*	c. Perform Continuous Corrosion Control Inspection Phases 2 and 4.	AAIP CHAP. 5.5		
	6. IN-FLIGHT WORKSHEET - All discrepancies noted by the pilot must be checked and corrected as required.			
*	7. EMERGENCY LOCATOR TRANSMITTER - Check for proper operation and ensure ELT is ARMED before returning airplane to service.	25-60-00 14 CFR 91.207		
	8. OXYGEN SYSTEM PRESSURE - Check for proper pressure.	12-10-00		

R. POST INSPECTION ITEMS- (Continued)	ATA/GAMA Reference	TECH	
9. EMERGENCY and SURVIVAL EQUIPMENT - (If Installed) Ensure all necessary emergency and survival equipment are installed in the airplane and serviceable.			
10. PLACARDS - Determine that all required placards are in place and legible.	11-20-00 and POH		
11. LOGBOOK ENTRY - Ensure that logbooks are filled out properly			

*I certify that a Phase 3 Inspection was performed in accordance with the AFS-AAIP and the airplane is approved for return to service:

DATE:_____

TECHNICIAN:_____

QUALITY CONTROL INSPECTOR:_____

FLIGHT STANDARDS DIVISION
F-90 APPROVED AIRCRAFT INSPECTION PROGRAM

Owner: _____ **W/O Number:** _____

Date In: _____ **Date Out:** _____

Serial No.: _____ **Reg. No.:** _____

Hourmeter: _____ **Total Time:** _____ **Total Cycles:** _____

PHASE 4 INSPECTION

A. NOSE SECTION	**ATA/GAMA Reference**	**TECH**	***INSP**
NOTE: Perform Continuous Corrosion Control Inspection, IAW Chapter 5.5, Item L., Nose Section.			
1. AIR-CONDITIONING COMPRESSOR			
a. Inspect for security of attachment and oil leaks.	21-50-00		
b. Inspect drive belt for deterioration, wear and proper tension.	21-50-00		
c. Check for proper compressor oil level.	12-10-00		
2. NOSE SECTION AREA - Inspect skin, structure and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.			
3. RADOME - Inspect the exterior surface for cracks in the paint and fiberglass substrate.			
4. ELECTRIC HEATER - Inspect the heater, heater elements, associated wiring and ducting for condition and attachment.	21-40-00		
B. NOSE AVIONICS COMPARTMENT			
NOTE: Perform Continuous Corrosion Control Inspection, IAW Chapter 5.5, Item M., Nose Avionics Compartment.			

	B. NOSE AVIONICS COMPARTMENT - (Continued)	ATA/GAMA Reference	TECH	*INSP
	1. VACUUM REGULATOR VALVE FILTER - Inspect for blockage.	12-20-00		
	2. INSTRUMENT AIR FILTER - Inspect for cleanliness.	12-20-00		
	3. AVIONICS and AUTOPILOT EQUIPMENT and RACKS - Inspect for security of attachment.			
	4. AVIONICS COMPARTMENT AREA - Inspect for corrosion, trapped water and indications of water leakage.			
*	5. ELECTRICAL WIRING and EQUIPMENT - Inspect for chafing, damage, proper routing of wire bundles and security of attachment.			
	6. DOORS, FASTENERS and SEAL - Inspect seal for deterioration and doors and latches for proper adjustment and fit.	52-10-00		
	C. NOSE LANDING GEAR AREA			
*	1. ELECTRICAL WIRING and EQUIPMENT - Inspect all exposed electrical wiring and equipment for chafing, damage and security of attachment.			
	2. FORWARD EVAPORATOR FILTER - Inspect for cleanliness.	12-10-00		
	3. REFRIGERANT LINES, SERVICE VALVES and HIGH-PRESSURE RELIEF VALVES - Inspect lines and valves for leakage, damage, attachment and surface corrosion.	21-50-00		
	4. NOSE LANDING GEAR AREA - Inspect skin, structure and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.			
	D. NOSE GEAR			
	NOTE: Perform Continuous Corrosion Control Inspection, IAW Chapter 5.5, Item K., Nose Landing Gear Area..			

D. NOSE GEAR - (Continued)	**ATA/GAMA Reference**	**TECH**	***INSP**
1. WHEEL			
a. Inspect wheel for wear, damage and corrosion.	32-40-00 CMM		
b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	32-40-00 CMM		
2. TIRE			
a. Inspect for wear and deterioration.	12-20-00 CMM		
b. Check for correct inflation.	12-20-00 CMM		
3. SHIMMY DAMPER - Inspect for leaks, security and attachment.	32-20-00 12-20-00		
4. NOSE GEAR BRACE STOP LUGS - Inspect for cracks, damage or distortion.			
5. NOSE GEAR STEERING STOP - Inspect steering stop for damage or distortion.			
6. LANDING and TAXI LIGHTS			
a. Inspect for broken lenses or bulbs.	33-40-00		
b. Confirm correct focus of landing and taxi lights.	33-40-00		
7. NOSE GEAR LOWER DRAG LEG - Remove nose gear drag brace bolt and inspect lower drag leg hole for corrosion and wear.	CMM		
8. NOSE GEAR ACTUATOR			
ACTUATOR (Mechanical Gear)(LA-2 thru LA-225 without Beech Kit No. 90-8011-1P/3P)			
a. Inspect actuator support brackets for visible damage, wear and loose and missing fasteners.	32-30-00		
b. Inspect brackets for cracks and loose or missing rivets.	32-30-00		
c. Inspect actuator for leakage of internal lubricant.	32-30-00		

D. NOSE GEAR- (Continued)	**ATA/GAMA Reference**	**TECH**	***INSP**
9. NOSE GEAR RETRACT AND EXTENSION CHAIN (Exterior only)			
a. Inspect chain for broken links, excessive pin and link wear, misalignment, rust, corrosion and dirt.	32-30-00		
b. Check sprocket for excessive wear and hook-shaped teeth.	32-30-00		
c. Check chain for proper tension.	32-30-00		
d. Check nose gear and nose gear linkage clearance from electrical wires and obstructions.	32-30-00		
10. NOSE GEAR COMPONENTS- Inspect all components and attaching hardware for wear, damage and surface corrosion.			
E. PILOT'S COMPARTMENT			
NOTE: Perform Continuous Corrosion Control Inspection, IAW Chapter 5.5, Item H., Pilot's Compartment..			
1. WINDSHIELD			
a. Inspect windshield for cracks and visibility impairment.	56-10-00		
b. Inspect windshield weather seal (Silicone) for debonding, cracks or wear.	56-10-00		
c. Inspect windshield weather hump seal (Polysulfide) for debonding cracks or wear.	56-10-00		

E. PILOT'S COMPARTMENT - (Continued)	**ATA/GAMA Reference**	**TECH**	***INSP**
2. WINDOWS			
a. Inspect exterior surface of cockpit side of the window for scratches, cracks, chips, excess crazing or any indication of delamination.	56-10-00		
b. Inspect for any contact of the milled edge of the window with the airframe skin. Correct window contact by reinstalling and recentering the window in the airframe opening.	56-10-00		
c. Inspect for any damage from paint strippers, solvents or any unapproved sealants.	56-10-00		
3. ALTERNATE AIR VALVE - Drain off all moisture.	34-00-00		
4. SEAT TRACKS - Inspect seat tracks for damage and wear.	25-10-00		
5. VENTILATION BLOWER - Inspect for dirt, grease, moisture and security of attachment.	21-50-00		
6. HEATING SYSTEM			
a. Check all ducts for damage and deterioration.	21-20-00		
b. Check bleed air ducts for damage, insulation and adequate clearance of electrical wiring and control cables. **CAUTION** Prior to installing the pilot's compartment floor panels, visually inspect the entire length of the elevator control cable in this area to assure adequate clearance between the cable and electrical wiring, bleed air ducts, bleed air duct clamps and structural components to prevent chafing and wear.			

F. CABIN SECTION	ATA/GAMA Reference	TECH	*INSP
NOTE: Perform Continuous Corrosion Control Inspection, IAW Chapter 5.5, Item C., Main Fuselage and Item I, Cabin Compartment.			
1. WINDOWS - Inspect exterior surfaces of windows for deep scratches, cracks, chips, excessive crazing or other damage.	56-15-00		
2. ROTATING or FLASHING BEACON - Inspect for cracked or broken lenses.	33-40-00		
3. ACCESS DOORS - Inspect for fit and attachment.	12-20-00		
4. OUTFLOW and SAFETY VALVES - Drain outflow valve control line.	21-30-00		
5. SEAT TRACKS - Inspect seat tracks for damage and wear.	25-20-00		
6. PRESSURIZATION DUCTS - Inspect for security of attachment.	21-20-00		
7. FLAPPER VALVE - Check for proper operation and excessive air noise.	21-20-00		
8. CABIN SECTION AREA - Inspect skin, structure, seats and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.			
G. REAR FUSELAGE and EMPENNAGE			
NOTE: Perform Continuous Corrosion Control Inspection, IAW Chapter 5.5, Item D., Empennage.			
1. REAR FUSELAGE DRAINS - Clean and inspect.	53-10-00		

	G. REAR FUSELAGE and EMPENNAGE - (Continued)	ATA/GAMA Reference	TECH	*INSP
	2. ELT BATTERY			
	a. Inspect for leakage, corrosion or loose leads.	25-60-00		
	b. Determine remaining useful life.	25-60-00		
*	c. If battery is replaced, make a logbook entry and place a new expiration date legibly on the outside of the transmitter.	25-60-00 14 CFR 21.207		
	3. NAVIGATION LIGHTS and ROTATING or (Flashing) BEACONS - Inspect for broken or cracked lenses.	33-40-00		
	4. ACCESS DOORS - Inspect for fit and security of attachment.	12-20-00		
	5. VENTRAL FIN DRAIN HOLES - Inspect the drain holes in the bottom of the ventral fin for obstructions.			
	6. DEICER BOOTS - Inspect for deterioration, damage and attachment.	30-10-00		
	7. RUDDER TRIM TAB DRAIN HOLES - Inspect the drain holes for obstructions.			
	8. STATIC WICKS			
	a. Inspect for damage and security of attachment.	23-60-00		
	b. Inspect for proper bonding to the airplane.	23-60-00		
	9. EMPENNAGE and CONTROL SURFACES			
	a. Check elevator trim tab free play.	27-30-00		
	b. Check rudder trim tab free play.	27-20-00		
	c. Inspect skin, structure and attaching hardware for wear, damage and corrosion. If damage or corrosion is found in a given area, check the adjacent area.	53-10-00		
	10. OXYGEN SYSTEM - Inspect plumbing for security of attachment.	35-00-00		

	G. REAR FUSELAGE and EMPENNAGE - (Continued)	ATA/GAMA Reference	TECH	*INSP
*	11. ELECTRICAL WIRING and EQUIPMENT - Inspect for chafing, damage, proper routing of wire bundles and security of attachment.			
	12. AVIONICS and AUTOPILOT - Inspect avionics and autopilot equipment and racks for security, corrosion and signs of water leakage.			
	13. VERTICAL STABILIZER - Inspect front and rear spars of the vertical stabilizer for loose or missing rivets or fasteners.	55-30-00		
	14. CONTROL CABLE SEALS - Inspect for deterioration, security, cleanliness and lubrication.	12-20-00		
	15. FLIGHT CONTROL COMPONENTS, CABLES and PULLEYS			
	a. Inspect the control system components (pushrods, turnbuckles, castings, etc.) for bulges, splits or cracks which are conditions for replacement.	27		
	b. Inspect control cables, pulleys and associated equipment for cracks, wear, breaks, attachment, alignment, clearance and proper operation. Replace cables that have more than three broken wires in any given three-foot cable length or have evidence of corrosion.	27		
	H. LEFT-HAND OUTBOARD WING			
	NOTE: Perform Continuous Corrosion Control Inspection, IAW Chapter 5.5, Item A (LH), Wings.			
	1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
	2. WING ATTACH FITTING DRAIN HOLES - Determine that the drain holes are open in the wing center section and outboard wing upper attachment fittings.	57-00-00		

H. LEFT-HAND OUTBOARD WING - (Continued)	**ATA/GAMA Reference**	**TECH**	***INSP**
3. LIGHTS			
a. Inspect the navigation and recognition lights for broken or cracked lenses.	33-40-00		
b. Inspect the strobe light for broken or cracked lenses.	33-40-00		
4. FUEL TANKS and VENTS			
a. Inspect the exterior of the wing for leaks.	28-10-00		
b. Inspect fuel cap and antisiphon valve for damage and attachment.	CMM		
5. DEICER BOOTS - Inspect exterior surface for deterioration, damage and attachment.	30-10-00		
6. ACCESS DOORS (Inspection Panels) - Inspect for fit and attachment.	12-20-00		
7. STATIC WICKS			
a. Inspect for damage and security of attachment.	23-60-00		
b. Inspect for proper bonding to the airplane.	23-60-00		
I. LEFT-HAND WING CENTER SECTION			
NOTE: Perform Continuous Corrosion Control Inspection, IAW Chapter 5.5, Item B (LH), Wing Center Section.			
1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
2. FUEL TANKS and VENTS			
a. Inspect the exterior of the center section for leaks.	28-10-00		
b. Inspect fuel cap and antisiphon valve for damage and attachment.	CMM		

	I. **LEFT-HAND WING CENTER SECTION** - (Continued)	**ATA/GAMA Reference**	**TECH**	***INSP**
	3. ACCESS DOORS (Inspection Panels) - Inspect for fit and attachment.	12-20-00		
	J. LEFT-HAND MAIN LANDING GEAR AREA			
	NOTE: Perform Continuous Corrosion Control Inspection, IAW Chapter 5.5, Item J (LH), Main Landing Gear Area.			
	1. WHEELS			
	a. Inspect wheels for wear, damage and corrosion.			
	b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	CMM		
	2. BRAKES - Inspect brake discs, linings and plumbing for wear, damage, leaks, corrosion and security of all components.	32-40-00 CMM		
	3. TIRES - Inspect tires for wear, deterioration and correct inflation.	12-20-00 CMM		
	4. LEFT-HAND MAIN LANDING GEAR STRUT - Check strut for leaks and proper extension.	12-20-00		
*	5. ELECTRICAL WIRING and EQUIPMENT - Inspect exposed wiring and equipment for chafing, damage, proper routing and security of attachment.			

J. LEFT-HAND MAIN LANDING GEAR AREA - (Continued)	**ATA/GAMA Reference**	**TECH**	***INSP**
6. MAIN LANDING GEAR ACTUATOR			
ACTUATOR (Mechanical Gear)(LA-2 thru LA-225 without Beech Kit No. 90-8011-1P/3P)			
a. Inspect actuator support brackets for visible damage, wear and loose and missing fasteners.	32-30-00		
b. Inspect brackets for cracks and loose or missing rivets.	32-30-00		
c. Inspect actuator for leakage of internal lubricant.	32-30-00		
K. LEFT-HAND ENGINE			
NOTE: Perform Continuous Corrosion Control Inspection, IAW Chapter 5.5, Item E (LH), Cowling and Truss, Item F (LH), Power Plant, and Item G (LH), Propellers.			
1. PROPELLER DEICER - Inspect propeller deice system (spinner removal required).	30-60-00 CMM		
2. FUEL FILTERS and SCREENS - Inspect the firewall filter for evidence of foreign matter, corrosion, or microbiological growth in the fuel system. If any microbiological growth is found, use BIOBOR JF additive.			
3. PROPELLERS			
a. Inspect for damage and attachment (spinner removal required).	61-10-00		
b. Inspect the carbon block pin for freedom of movement.	61-10-00 76-10-00		

	K. **LEFT-HAND ENGINE** - (Continued)	ATA/GAMA Reference	TECH	*INSP
	c. Check for no metal-to-metal contact between the brass ring and the reversing lever.	61-10-00 76-10-00		
	d. Inspect the reversing linkage for correct adjustment, evidence of binding and security of attachment.	61-10-00 76-10-00		
	e. Inspect mechanical feedback ring, stop rods and springs for damage.	61-10-00 76-10-00		
	4. ENGINE OIL FILTER - Inspect for metal particles.	P&W		
	5. INERTIAL ENGINE ANTI-ICER			
	a. Check vane(s) for freedom of movement and correct travel. Lubrication of linkage and vane hinges may be necessary.	12-20-00 30-21-00		
	b. (LA-2 thru LA-204, Except LA-202) Check the push-pull control for damage, security of attachment, freedom of movement and full travel.	12-20-00 30-21-00		
*	6. ENGINE FIRE EXTINGUISHER			
	a. Inspect plumbing for security of attachment.	26-20-00		
	b. Check fire bottle pressure gage.	26-20-00		
	7. MAGNETIC CHIP DETECTOR			
	a. Remove and visually inspect plug for metal particles and damage.	12-10-00		
	b. Check light in annunciator panel for proper operation.	12-10-00		

K. LEFT-HAND ENGINE - (Continued)	**ATA/GAMA Reference**	**TECH**	***INSP**
8. COWLING - Remove entire cowling and inspect skin, structure and attaching hardware for wear, damage and corrosion.	71-10-00		
9. OIL COOLER			
a, Inspect oil cooler and plumbing for leakage, damage and security of attachment.	79-00-00		
b. Inspect drain plug for leakage, security and safety wire.	79-00-00		
10. AFT COWLING ACCESS DOOR LATCHES - Check adjustment of latches.	71-10-00		
11. FIRESEALS - Inspect for condition.	71-30-00		
12. ENGINE EXHAUST SYSTEM			
a. Inspect attaching hardware for wear, damage and corrosion.			
b. Inspect the exhaust system and visible portions of the power turbine for burning, distortion, damage and cracks.	P&W		
13. ENGINE and PROPELLER CONTROLS			
a. Check controls and associated equipment for binding, stiff operation, full travel and friction lock.			
b. Inspect controls, bolts, nuts, cotter pins and safeties for corrosion, damage and attachment. **NOTE** Special attention should be made to the cambox.			
c. Inspect control cables for damage such as crimps, cuts, abrasions or tight bends. If exterior covering is ruptured, perform leak test.	12-20-00		

	K. **LEFT-HAND ENGINE** - (Continued)	ATA/GAMA Reference	TECH	*INSP
	14. CONTROL CABLE BOOTS - Inspect the control cable boots for excessive compression, twist, wear or aging which could cause binding.			
	15. STARTER-GENERATOR			
	a. Inspect one set of brushes for indications of excessive wear or damage (determine wear by observing diagonal groove on brush).	24-30-00		
	b. (PT6A-135 Engines only) Remove the generator and lubricate the drive spline. (LA-2 thru LA-204 except LA-202)	24-30-00		
*	16. ENGINE - Inspect engine in accordance with the instructions found in the engine manufacturer's manual. **NOTE** See "SPECIAL INSPECTIONS" for "Fuel Nozzle Insp - A/F - 600 Hrs." (Tracked on applicable AAIP Spreadsheet.	P&W		
	17. IGNITION EXCITER			
	a. Inspect exciter and electrical harness for damage and security of attachment.	74-00-00		
	b. Inspect that supply cable and ignition cable connectors are installed and safety wired.	74-00-00		
	18. SPARK IGNITER PLUGS - Inspect the igniter plugs as described in the engine maintenance manual.	P&W		
	19. ENGINE DRAINS			

	K. **LEFT-HAND ENGINE** - (Continued)	**ATA/GAMA Reference**	**TECH**	***INSP**
	FUEL PURGE (LA-57 and After)			
	a. Remove fuel purge system air tank and inspect. Clean as required.	71-70-00		
	b. Remove fuel purge tank filter and inspect for corrosion. Clean as required.	71-70-00		
	c. Remove the fuel purge system check valves. Inspect, pressure flush and perform internal leakage test. Replace as required.	71-70-00		
	d. Perform the fuel purge system flow divider/purge valve leakage test.	71-70-00		
	20. ENVIRONMENTAL BLEED AIR FLOW CONTROL UNIT - Inspect valve and associated equipment, electrical wiring and ducts for damage, security of connections and attachment.	21-11-00		
	21. COMPRESSOR INLET - Remove the air inlet screen and inspect the compressor inlet area, struts, first stage blades and vanes for dirt deposits, corrosion, erosion, cracks and damage by foreign objects.	P&W		
	22. HIGH PRESSURE FUEL PUMP FILTERS - Inspect the engine-driven high-pressure fuel pump filters. (See next item.)	P&W		
*	23. ENGINE-DRIVEN FUEL PUMP COUPLING SHAFT - Inspect for fretting and/or corrosion when replacing outlet filter.	P&W		
	L. RIGHT-HAND OUTBOARD WING			
	NOTE: Perform Continuous Corrosion Control Inspection, IAW Chapter 5.5, Item A (RH), Wings.			
	1. FUEL PROBES - Inspect for leaks at points of attachment.	26-40-00		
	2. WING ATTACH FITTING DRAIN HOLES - Determine that the drain holes are open in the wing center section and outboard wing upper attachment fittings.	57-00-00		

	L. RIGHT-HAND OUTBOARD WING - (Continued)	ATA/GAMA Reference	TECH	*INSP
	3. LIGHTS			
	a. Inspect the navigation and recognition lights for broken or cracked lenses.	33-40-00		
*	b. Inspect the strobe light for broken or cracked lenses.	33-40-00		
	4. FUEL TANKS and VENTS			
	a. Inspect exterior openings of vents for obstructions.	28-10-00		
	b. Inspect fuel cap and antisiphon valve for damage and attachment.	CMM		
	c. Inspect the exterior of the wing for leaks.	28-10-00		
	5. DEICER BOOTS - Inspect exterior surface for deterioration, damage and attachment.	30-10-00		
	6. ACCESS DOORS - (Inspection Panels) - Inspect for fit and attachment.	12-20-00		
	7. STATIC WICKS			
	a. Inspect for damage and security of attachment.	23-60-00		
	b. Inspect for proper bonding to the airplane.	23-60-00		
	M. RIGHT-HAND WING CENTER SECTION			
	NOTE: Perform Continuous Corrosion Control Inspection, IAW Chapter 5.5, Item B, Wing Center Section.			
	1. FUEL PROBES - Inspect for leaks at points of attachment.	28-40-00		
	2. FUEL TANKS and VENTS			
	a. Inspect the exterior of the center section for leaks.	28-10-00		
	b. Inspect fuel cap and antisiphon valve for damage and attachment.	CMM		

	M. RIGHT-HAND WING CENTER SECTION - (Continued)	ATA/GAMA Reference	TECH	*INSP
	3. ACCESS DOORS (Inspection Panels) - Inspect for fit and attachment.	12-20-00		
	4. BATTERY			
	a. Service battery as required.	12-20-00		
	b. Remove battery and inspect the battery box, cables and vent tubes for deterioration or obstructions.	24-31-00		
	N. RIGHT-HAND MAIN LANDING GEAR AREA			
	NOTE: Perform Continuous Corrosion Control Inspection, IAW Chapter 5.5, Item J (RH), Main Landing Gear Area.			
	1. WHEELS			
	a. Inspect wheels for wear, damage and corrosion.			
	b. Inspect wheel bearings and races for wear, pitting, cracks, discoloration, rust or other indications of damage.	CMM		
	2. BRAKES - Inspect brake discs, linings and plumbing for wear, damage, leaks, corrosion and security of all components.	32-40-00 CMM		
	3. TIRES - Inspect tires for wear, deterioration and correct inflation.	12-20-00		
	4. RIGHT-HAND MAIN LANDING GEAR STRUT - Check strut for leaks and proper extension.	12-20-00		
*	5. ELECTRICAL WIRING and EQUIPMENT - Inspect exposed wiring and equipment for chafing, damage, proper routing and security of attachment.			
	6. MAIN LANDING GEAR ACTUATOR			
	ACTUATOR (Mechanical Gear)(LA-2 thru LA-225 without Beech Kit No. 90-8011-1P/3P)			

N. RIGHT-HAND MAIN LANDING GEAR AREA - (Continued)	**ATA/GAMA Reference**	**TECH**	***INSP**
a. Inspect actuator support brackets for visible damage, wear and loose and missing fasteners.	32-30-00		
b. Inspect brackets for cracks and loose or missing rivets.	32-30-00		
c. Inspect actuator for leakage of internal lubricant.	32-30-00		
O. RIGHT-HAND ENGINE			
NOTE: Perform Continuous Corrosion Control Inspection, IAW Chapter 5.5, Item E (RH), Cowling and Truss, Item F (RH), Power Plant and Item G (RH), Propellers.			
1. PROPELLER DEICER - Inspect propeller deice system (spinner removal required).	30-60-00 CMM		
2. FUEL FILTERS and SCREENS - Inspect the firewall filter for evidence of foreign matter, corrosion or microbiological growth in the fuel system. If any microbiological growth is found, use BIOBOR JF additive.	12-10-00		
3. PROPELLERS			
a. Inspect for damage and attachment (spinner removal required).	61-10-00		
b. Inspect the carbon block pin for freedom of movement.	61-10-00 76-10-00		
c. Check for no metal-to-metal contact between the brass ring and the reversing lever.	61-10-00 76-10-00		
d. Inspect the reversing linkage for correct adjustment, evidence of binding and security of attachment.	61-10-00 76-10-00		
e. Inspect mechanical feedback ring, stop rods and springs for damage.	61-10-00 76-10-00		
4. ENGINE OIL FILTER - Inspect for metal particles.	P&W		

	O. **RIGHT-HAND ENGINE** - (Continued)	**ATA/GAMA Reference**	**TECH**	***INSP**
	5. INERTIAL ENGINE ANTI-ICER			
	a. Check vane(s) for freedom of movement and correct travel. Lubrication of linkage and vane hinges may be necessary.	12-20-00 30-21-00		
	b. (LA-2 thru LA-204, Except LA-202) Check the push-pull control for damage, security of attachment, freedom of movement and full travel.	12-20-00 30-21-00		
*	6. ENGINE FIRE EXTINGUISHER			
	a. Inspect plumbing for security of attachment.	26-20-00		
	b. Check fire bottle pressure gage.	26-20-00		
	7. MAGNETIC CHIP DETECTOR			
	a. Remove and visually inspect plug for metal particles and damage.	12-10-00		
	b. Check light in annunciator panel for proper operation.	12-10-00		
	8. COWLING - Remove entire cowling and inspect skin, structure and attaching hardware for wear, damage and corrosion.	71-10-00		
	9, OIL COOLER			
	a. Inspect oil cooler and plumbing for leakage, damage and security of attachment.	79-00-00		
	b. Inspect drain plug for leakage, security and safety wire.	79-00-00		
	10. AFT COWLING ACCESS DOOR LATCHES - Check adjustment of latches.			
	11. FIRESEALS - Inspect for condition.	71-30-00		

	O. **RIGHT-HAND ENGINE** - (Continued)	ATA/GAMA Reference	TECH	*INSP
	12. ENGINE EXHAUST SYSTEM			
	a. Inspect attaching hardware for wear, damage and corrosion.			
	b. Inspect the exhaust system and visible portions of the power turbine for burning, distortion, damage and cracks.	P&W		
	13. ENGINE and PROPELLER CONTROLS			
	a. Check controls and associated equipment for binding, stiff operation, full travel and friction lock.			
	b. Inspect controls, bolts, nuts, cotter pins and safeties for corrosion, damage and attachment. **NOTE** Special attention should be made to the cambox.			
	c. Inspect control cables for damage such as crimps, cuts, abrasions or tight bends. If exterior covering is ruptured, perform leak test.	12-20-00		
	14. CONTROL CABLE BOOTS - Inspect the control cable boots for excessive compression, twist, wear or aging which could cause binding.			
	15. STARTER-GENERATOR			
	a. Inspect one set of brushes for indications of excessive wear or damage (determine wear by observing diagonal groove on brush).	24-30-00		
	b. (PT6A-135 Engines only) Remove the generator and lubricate the drive spline. (LA-2 thru LA-204 except LA-202)	24-30-00		
*	16. ENGINE - Inspect engine in accordance with the instructions found in the engine manufacturer's manual. **NOTE** See "SPECIAL INSPECTIONS" for "Fuel Nozzle Insp. - A/F - 600/Hrs. (Tracked on applicable AAIP Spreadsheet).	P&W		

	O. **RIGHT-HAND ENGINE** - (Continued)	**ATA/GAMA Reference**	**TECH**	***INSP**
	17. IGNITION EXCITER			
	a. Inspect exciter and electrical harness for damage and security of attachment.	74-00-00		
	b. Inspect that supply cable and ignition cable connectors are installed and safety wired.	74-00-00		
	18. SPARK IGNITER PLUGS - Inspect the igniter plugs as described in the engine maintenance manual.	P&W		
	19. ENGINE DRAINS			
	FUEL PURGE (LA-57 and After)			
	a. Remove fuel purge system air tank and inspect. Clean as required.	71-70-00		
	b. Remove fuel purge tank filter and inspect for corrosion. Clean as required.	71-70-00		
	c. Remove the fuel purge system check valves. Inspect, pressure flush and perform internal leakage test. Replace as required.	71-70-00		
	d. Perform the fuel purge system flow divider/purge valve leakage test.	71-70-00		
	20. ENVIRONMENTAL BLEED AIR FLOW CONTROL UNIT - Inspect valve and associated equipment, electrical wiring and ducts for damage, security of connections and attachment.	21-11-00		
	21. COMPRESSOR INLET - Remove the air inlet screen and inspect the compressor inlet area, struts, first stage blades and vanes for dirt deposits, corrosion, erosion, cracks and damage by foreign objects. Refer to the engine maintenance manual for corrective action.	P&W		
	22. HIGH PRESSURE FUEL PUMP FILTERS - Inspect the engine-driven high-pressure fuel pump filters. (See next item.)	P&W		
*	23. ENGINE DRIVEN FUEL PUMP COUPLING SHAFT - Inspect for fretting and/or corrosion when replacing outlet filter.	P&W		

P. LANDING GEAR RETRACTION	ATA/GAMA Reference	TECH	*INSP
NOTE **(Mechanical)** Since battery voltage is not sufficient to properly cycle the landing gear, use only an external power source capable of delivering and maintaining 28.25 ±0.25 volts throughout the extension and retraction cycles when performing the landing gear retraction inspection.			
1. RETRACT MECHANISM - Check retraction system for proper operation of all components through at least two complete cycles.	32		
2. DOORS and LINKAGE			
a. Check door for damage, operation and fit.	32		
b. Check door linkage for wear, damage and rigging.	32		
3. DOWNLOCK INDICATOR SWITCHES			
a. Check for security and proper operation of switches	32-60-00		
b. Check wiring for damage and security of connection.	32-60-00		
4. UPLOCK INDICATOR SWITCHES			
a. Check for security and proper operation of switches.	32-60-00		
b. Check wiring for damage and security of connection.	32-60-00		
5. WARNING HORN - Check for proper operation.	32-60-00		
6. MAIN GEAR DOWNLOCKS - Check locking mechanism for positive engagement in extended position.	32		
7. SAFETY SWITCH - Check for security and proper operation.	32-60-00		
8. ACTUATORS - Check for noise, binding and proper rigging.	32-30-00 32-31-00		
9. EMERGENCY EXTENSION - Check system for freedom of operation and positive engagement of downlocks.	32-30-00 32-31-00		

	P. LANDING GEAR RETRACTION - (Continued	ATA/GAMA Reference	TECH	*INSP
	10. PLACARDS - Check that all placards are in place and are legible.	11-20-00/ POH		
	Q. OPERATIONAL INSPECTION **NOTE** The following Operational Inspection procedures are to be applied during start and run of the engine. Refer to the Beech King Air F90 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual for the engine start and run procedures.			
	1. STARTER GENERATOR			
	a. Check starter for proper operation.			
	b. Check generator for proper output.			
	2. IGNITION			
	a. Check for proper operation.			
	b. Check for annunciator panel light illumination.			
*	3. ENGINE OIL - Check for proper pressure and temperature limits.	POH 2-5		
*	4. INTERSTAGE TURBINE TEMPERATURE - Check for correct limits on engine start.	POH 4-7		
*	5. VACUUM SYSTEM - Check for correct limits.	MM 37-00-00		
*	6. PNEUMATIC PRESSURE GAGE - Check for correct pressure.	MM 36-00-00		
	7. GYRO INSTRUMENTS - Check for erratic or noisy operation.			
	8. PROPELLERS - Perform flight idle torque check.	76-10-00		
*	9. AUTOFEATHERING CHECK - Refer to AUTOFEATHER OPERATIONAL CHECK.	61-21-00 POH 4-9		

	Q. OPERATIONAL INSPECTION- (Continued)	ATA/GAMA Reference	TECH	*INSP
*	10. PROPELLER SYNCHROPHASER - Type I refer to FUNCTIONAL TEST and confirm proper synchronization. (LA-2 thru LA-153)	61-22-00		
*	11. PROPELLER GOVERNOR - Check governor operation (including feathering and reversing).	MM 61-20-00 76-10-00		
*	12. IDLE RPM - Check for correct rpm (both high and low rpm).	MM 76-10-00		
*	13. RUDDER BOOST - Check for proper operation.	POH 4-9		
*	14. AUTOIGNITION			
*	a. Check for proper operation.	POH 4-19		
	b. Check for annunciator panel illumination.			
*	15. PROPELLER DEICERS - Check for proper operation and cycling. Refer to Chapter 30 of the Beech King Air Series Component Maintenance Manual.	CMM POH 3-12		
*	16. SURFACE DEICE SYSTEM - Check for proper operation and cycling.	POH 4-19		
	17. ELECTRICAL SYSTEM - Perform functional checks.	24-30-00		
	18. ENVIRONMENTAL SYSTEM - Check for proper operation in:			
	a. Manual heat mode.			
	b. Manual cool mode.			
	c. Automatic mode.			

	Q. OPERATIONAL INSPECTION- (Continued)	ATA/GAMA Reference	TECH	*INSP
	19. PRESSURIZATION SYSTEM - Check for proper operation. **NOTE** Refer to the Beech King Air F90 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual and perform system test.			
	20. CONDITION LEVER - Check for clean shutdown at IDLE-CUT-OFF.			
	NOTE The following OPERATIONAL CHECKS are to be made with the engine shut down.			
*	21. FIREWALL SHUTOFF VALVES - Check for proper operation.	POH 4-5		
*	22. CROSSFEED VALVE - Check for proper operation.	POH 4-5		
*	23. BOOST PUMPS - Check for proper operation.	POH 4-5		
	24. FUEL QUANTITY GAGES - Check for proper operation.			
	25. AC INVERTERS - Check for proper operation.			
*	26. SURFACE DEICE SYSTEM - Check for proper operation and cycling.	POH 4-19		
	27. AUTOPILOT - Check for proper operation as outlined in the applicable Beech King Air F90 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual Supplement.			
	28. STALL WARNING - Check for proper operation.			
*	29. ENGINE FIRE DETECTORS - Perform system test according to instructions found in the Beech King Air F90 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.			

	Q. **OPERATIONAL INSPECTION-** (Continued)	**ATA/GAMA Reference**	**TECH**	***INSP**
	30. ENGINE FIRE EXTINGUISHERS (If Installed) - Perform system test according to instructions found in the Beech King Air F90 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.			
	31. PITOT TUBE - Check for proper heating at the unit and for obstructions.			
	32. LANDING and TAXI LIGHTS - Check for proper operation.			
	33. OUTBOARD WING LIGHTS (Right and Left) - Check proper operation of all navigation and strobe lights.			
	34. COCKPIT LIGHTS - Check for proper operation.			
*	35. ELECTRIC ELEVATOR TRIM - Check for proper operation.	POH 4-9		
	36. ENGINE and PROPELLER CONTROLS - Check for freedom of movement, full travel and friction-lock operation.			
	37. STATIC SYSTEM - Inspect alternate air valve for operation.			
	38. WINDSHIELD, HEATED - Perform functional check.			
	39. THRESHOLD LIGHT - Check for proper operation.			
	40. CABIN and COMPARTMENT LIGHTS - Check for proper operation.			
	41. PILOT'S and COPILOT'S SEATS, SEAT BELTS - Check seat adjustment mechanism and shoulder harness inertia reel for operation.			
	42. CABIN SEATS and SEAT BELTS - Check seat adjustment mechanism and shoulder harness inertia reel for operation.			

Q. OPERATIONAL INSPECTION- (Continued)	**ATA/GAMA Reference**	**TECH**	***INSP**
43. CABIN ENTRANCE DOOR			
a. Check that folding steps do not fold too soon and that they fold properly without interference.			
b. Check CABIN DOOR unlock annunciator for proper operation.			
c. Inspect cabin door damper for leakage and proper operation.			
44. EMERGENCY EXIT			
a. Check emergency release handles and latch mechanism for proper operation.			
b. Check that latches open and close freely.			
45. EMPENNAGE CONTROL SURFACES			
a. Check for freedom of movement.			
b. Check optional trim actuators and motors for smoothness of operation.			
46. REAR FUSELAGE and EMPENNAGE LIGHTS - Check for proper operation.			
47. AILERON (LH or RH) - Check for freedom of movement.			
48. AILERON TRIM TAB - Check trim tab actuator for smoothness of operation and attachment.			
49. FUEL TANK HEATED VENTS (LH and RH) - Check the operation of the heated vents. They should be warm to the touch.			
50. STALL WARNING HEAT - Check for proper operation.			
51. FLAPS and ACTUATORS (Inboard, Outboard, LH and RH) - Check flaps for noisy or erratic operation.			

	Q. OPERATIONAL INSPECTION- (Continued)	ATA/GAMA Reference	TECH	*INSP
	52. WING ICING LIGHTS - Check for proper operation.			
	53. EXTERNAL POWER RELAY - Check for proper operation.			
*	54. RADIO ALTIMETER - Check that self-test performs properly.			
	R. POST INSPECTION ITEMS			
	1. AIRPLANE CLEANED and SERVICED AS REQUIRED.	12-20-00		
	2. LUBRICATE as NECESSARY.	12-20-00		
	3. ENGINES INSPECTED after GROUND RUN-UP or FLIGHT TEST - Check for oil leaks, security and attachment of all components.			
*	4. AIRWORTHINESS DIRECTIVES AND SERVICE BULLETINS - Must be reviewed and complied with as required.			
	5. ADDITIONAL INSPECTION REQUIREMENTS			
*	a. Chapters 4, 5 and Special Inspection Requirements that are listed on the applicable aircraft spreadsheet are complied with at the appropriate intervals.	AAIP Spreadsheet		
*	b. Perform Continuous Corrosion Control Inspection. Phase 2 and 4.	AAIP Chap. 5.5		
	6. IN-FLIGHT WORKSHEET - All discrepancies noted by the pilot must be checked and corrected as required.			
*	7. EMERGENCY LOCATOR TRANSMITTER - Check for proper operation and ensure ELT is ARMED before returning airplane to service.	25-60-00 14 CFR 91.207		
	8. OXYGEN SYSTEM PRESSURE - Check for proper pressure.	12-10-00		

R. **POST INSPECTION ITEMS-** (Continued)	**ATA/GAMA Reference**	**TECH**	***INSP**
9. EMERGENCY and SURVIVAL EQUIPMENT - (If Installed) Ensure all necessary emergency and survival equipment are installed in the airplane and serviceable.			
10. PLACARDS - Determine that all required placards are in place and legible.	11-20-00 and POH		
11. LOGBOOK ENTRY - Ensure that logbooks are filled out properly.			

*I certify that a Phase 4 Inspection was performed in accordance with the AFS-AAIP and the airplane is approved for return to service:

DATE:_____

TECHNICIAN:_____

QUALITY CONTROL INSPECTOR:_____

FLIGHT STANDARDS DIVISION
F-90 APPROVED AIRCRAFT INSPECTION PROGRAM

Owner: _____ **W/O Number:** _____

Date In: _____ **Date Out:** _____

Serial No.: _____ **Reg. No.:** _____

Hourmeter: _____ **Total Time:** _____ **Total Cycles:** _____

CONTINUOUS CORROSION CONTROL INSPECTION (Effectivity: ALL)

A. WINGS	**TECH**		*** INSP**
	LH	**RH**	
It is the intention of this inspection that the access/inspection panels only be removed if evidence of corrosion is found.			
1. SKIN - Inspect skin for corrosion and paint for blistering and scratches. Check for loose or missing rivets. If corrosion is found, inspect adjacent structure.			
2. FLAP and AILERON WELL AREA - Inspect for corrosion and paint for blistering and scratches. Areas should be clean.			
3. ACCESS/INSPECTION PANELS - Check for corrosion and cracks on panels and attaching hardware. If corrosion is found, remove the panel and check the adjacent structure. Replace all corroded hardware.			
4. AILERON and TAB - Inspect skin for corrosion and paint for blistering and scratches.			
5. OUTBOARD FLAPS - Inspect skin for corrosion and paint for blistering and scratches.			
6. FLAP TRACKS - Inspect for corrosion and cracks.			
7. FLAP ACTUATOR - Inspect attaching hardware and rollers for corrosion.			
8. WINGTIP - Inspect attaching hardware for corrosion and cracks and condition of paint for blistering and scratches.			

CONTINUOUS CORROSION CONTROL INSPECTION (Effectivity: ALL) (Continued)

A. WINGS - (Continued)	**TECH**		*** INSP**
	LH	**RH**	
9. FUEL VENTS and DRAINS - Inspect for corrosion.			
10. FUEL FILLER CAPS - Inspect caps and surrounding area for corrosion and paint for blistering and scratches.			
11. DEICER BOOTS - Inspect for proper sealing around boots and paint for blistering and scratches adjacent to boots.			
B. WING CENTER SECTION			
1. SKIN - Inspect for corrosion and cracks, and paint for blistering and scratches. Check for loose or missing rivets. If corrosion is found, check adjacent structure.			
2. ACCESS/INSPECTION DOORS - Check for corrosion and cracks and condition of paint for blistering and scratches. Check for loose or missing rivets. If corrosion is found, check adjacent structure. Replace all corroded hardware.			
3. INBOARD FLAPS - Inspect skin for corrosion and cracks, and paint for blistering and scratches.			
4. FLAP TRACKS - Inspect for corrosion and cracks.			
5. FLAP ACTUATOR - Inspect attaching hardware and rollers for corrosion.			
C. MAIN FUSELAGE			
1. SKIN - Inspect for corrosion and paint for blistering and scratches. Check for loose or missing rivets. If corrosion is found, check adjacent structure.			
2. ACCESS/INSPECTION DOORS - Check for corrosion on panels and attaching hardware. If corrosion is found, remove panel and check adjacent structure. Replace all corroded hardware.			

CONTINUOUS CORROSION CONTROL INSPECTION (Effectivity: ALL) - (Continued)

C. MAIN FUSELAGE - (Continued)	**TECH**	*** INSP**
3. ANTENNAS - Inspect antenna bases for proper sealing. Inspect antenna leading edges for severe corrosion.		
4. DRAIN HOLES - Inspect for corrosion.		
5. STATIC PORTS - Inspect for corrosion and obstruction.		
6. RELIEF TUBE - Inspect outlet area for corrosion.		
7. AVIONICS - Inspect components and hold-down racks for corrosion.		
8. FLIGHT CONTROL CABLES - Inspect for chafing, security, corrosion, and lubrication.		
9. BULKHEADS - Inspect for water traps.		
D. EMPENNAGE		
1. SKIN - Inspect empennage and flight control surfaces skins for corrosion and paint for blistering and scratches. Check for loose or missing rivets. If corrosion is found, inspect adjacent structure.		
2. DEICER BOOTS - Inspect boots for cracks and bond and paint for blistering and scratches adjacent to boots.		
3. ELEVATOR BRACKETS - Inspect brackets and attaching hardware for corrosion. Replace if corroded.		
4. ELEVATOR TRIM TAB - Inspect trim tab and attaching hardware for corrosion.		
5. DRAIN HOLES - Inspect for corrosion.		
6. RUDDER BRACKET - Inspect brackets and attaching hardware for corrosion.		

CONTINUOUS CORROSION CONTROL INSPECTION (Effectivity: ALL) - (Continued)

D. EMPENNAGE - (Continued)	**TECH**		*** INSP**
7. RUDDER TRIM TAB - Inspect trim tab and attaching hardware for corrosion.			
8. FAIRINGS - Inspect fairings for condition and paint for blistering and scratches. Inspect attaching hardware for corrosion.			
9. ANTENNAS - Inspect antenna bases for proper sealing. Inspect antenna leading edges for severe erosion. Inspect attaching hardware for corrosion.			
E. COWLING AND TRUSS	**LH**	**RH**	
Panels or cowlings need not be removed unless corrosion is discovered and adjacent structure must be inspected.			
1. COWLING SKIN - Inspect for corrosion and paint for blistering and scratches. If corrosion is found, check adjacent structure. Check for loose or missing rivets.			
2. AIR INLET - Inspect inlet and surrounding area for corrosion and paint for blistering and scratches.			
3. DRAIN HOLES - Check for obstruction.			
4. LOWER COWLING - Inspect for sediment and water traps.			
5. COWLING ATTACHING HARDWARE - Inspect for corrosion.			
6. TRUSS TUBING - Inspect for corrosion and paint for blistering and scratches.			
7. CLAMPS ATTACHED TO TRUSS - Inspect truss area around clamps for corrosion and chafing.			
F. POWER PLANT			
1. EXHAUST STACKS - Inspect stacks and attaching hardware for corrosion. Inspect stacks for cracks.			

CONTINUOUS CORROSION CONTROL INSPECTION (Effectivity: ALL) - (Continued)

F. POWER PLANT - (Continued)	**TECH**		*** INSP**
	LH	**RH**	
2. ENGINE CONTROLS - Inspect controls, bolts, nuts, cotter pins and safeties for corrosion and lubrication. **NOTE:** Special attention should be made to the cambox.			
G. PROPELLERS			
1. BLADES - Inspect for corrosion; dress if necessary. Inspect paint for blistering and scratches.			
H. PILOT'S COMPARTMENT			
1. INSTRUMENT PANEL - Inspect paint for blistering and scratches and attaching hardware for corrosion and cracks.			
2. CONTROL COLUMN - Inspect for corrosion.			
3. UPHOLSTERY PANELS - Inspect for tears and attaching hardware for corrosion. Clean as necessary.			
4. SEATS - Inspect frames for corrosion and paint for blistering and scratches.			
5. SEAT TRACKS - Inspect tracks and attaching hardware for corrosion.			
I. CABIN COMPARTMENT			
1. UPHOLSTERY PANELS - Inspect for tears and attaching hardware for corrosion. Clean as necessary.			
2. SEATS - Inspect frames for corrosion and paint for blistering and scratches.			
3. SEAT TRACKS - Inspect tracks and attaching hardware for corrosion.			
4. TOILET - Inspect for proper service and spillage or leakage.			

CONTINUOUS CORROSION CONTROL INSPECTION (Effectivity: ALL) - (Continued)

J. MAIN LANDING GEAR AREA	**TECH**		*** INSP**
	LH	**RH**	
1. WHEEL WELL AREA - Inspect skin for corrosion and paint for blistering and scratches. Check for loose or missing rivets. If corrosion is found, check adjacent structure.			
2. LANDING GEAR DOORS - Inspect for corrosion and paint for blistering or scratches. Inspect hinges for loose or missing rivets.			
3. DRAG LEG ASSEMBLY - Inspect for corrosion and paint for blistering or scratches. Inspect attaching bolts for corrosion and lubrication. If corrosion is found, remove and inspect the bolts.			
4. STRUT and BRACE ASSEMBLY - Inspect components for corrosion and paint for blistering and scratches. Inspect strut for leakage.			
5. WHEEL ASSEMBLIES - Inspect for corrosion and paint for blistering and scratches.			
6. BRAKE ASSEMBLIES - Inspect for corrosion and leakage.			
7. WIRING and PLUMBING - Inspect for corrosion, chafing or bare spots.			
K. NOSE LANDING GEAR AREA			
1. WHEEL WELL AREA - Inspect skin for corrosion and paint for blistering and scratches. Check for loose or missing rivets. If corrosion is found, check adjacent structure.			
2. LANDING GEAR DOORS - Inspect for corrosion and paint for blistering or scratches. Inspect hinges for loose or missing rivets.			

CONTINUOUS CORROSION CONTROL INSPECTION (Effectivity: ALL) - (Continued)

K. NOSE LANDING GEAR AREA - (Continued)	**TECH**	*** INSP**
3. DRAG LEG ASSEMBLY - Inspect for corrosion and paint for blistering or scratches. Inspect attaching bolts for corrosion and lubrication. If corrosion is found, remove and inspect the bolts.		
4. STRUT and BRACE ASSEMBLY - Inspect components for corrosion and paint for blistering and scratches. Inspect strut for leakage.		
5. WHEEL ASSEMBLY - Inspect for corrosion and paint for blistering and scratches.		
6. WIRING and PLUMBING - Inspect for corrosion, chafing or bare spots.		
L. NOSE SECTION		
1. RADOME - Inspect for cracks in the paint and fiberglass structure. Inspect attaching hardware for corrosion. Replace any corroded hardware.		
2. SKIN - Inspect for corrosion and paint for blistering and scratches. Check for loose or missing rivets. If corrosion is found, check adjacent structure.		
3. ACCESS/INSPECTION DOORS - Inspect for corrosion on doors and attaching hardware. If corrosion is found, remove doors and inspect adjacent structure.		

CONTINUOUS CORROSION CONTROL INSPECTION (Effectivity: ALL) - (Continued)

M. NOSE AVIONICS COMPARTMENT	**TECH**	*** INSP**
1. DOORS - Inspect skin for corrosion and paint for blistering and scratches.		
2. DOOR SEALS - Inspect seals for condition and sealing.		
3. HYDRAULIC BRAKE SYSTEM - Inspect fluid reservoir and plumbing for corrosion and leakage.		
4. AVIONICS BAY - Inspect area for corrosion and paint for blistering and scratches. Inspect fasteners for corrosion. Replace if necessary. Inspect area for water traps. Clean and inspect the shelves.		
5. MOUNTING RACKS - Inspect rack and associated hardware for corrosion and attachment.		
6. AVIONICS - Inspect for corrosion and proper attachment. Clean and inspect components.		
N. CORROSION TEMPORARY TREATMENT		
1. CHIPPED PAINT SURFACES - Apply corrosion preventive compound (AMALGARD) to all chipped surfaces until the area is treated and repainted.		
2. EXPOSED PORTIONS - Apply MIL-C 16173 to applicable portions of the airplane in this phase of the inspection, i.e., exposed rod ends, hinges and swivels.		
3. DISCREPANCIES - Record all discrepancies on applicable inspection form.		

INSPECTION COMPLETED

*A Continuous Corrosion Control Inspection was performed in accordance with the AFS-AAIP and the airplane is approved for return to service.

DATE:_____

TECHNICIAN:_____

QUALITY CONTROL INSPECTOR:_____